The Hong Kong Daily Press.

No. 6541 第六千五百四十壹號 光緒戊寅年十月念四日 HONGKONG, MONDAY, NOVEMBER 18TH, 1878. [PRICE $2 PER MONTH.

SHIPPING.

ARRIVALS.

November 15, YANGTSZE, British str., 782, Schultze, Shanghai 12th November, General.—SIEMSSEN & Co.

November 16, DIAMANTE, British str., 514, Theband, Amoy 15th November, Tea.—RUSSELL & Co.

November 16, CHINKIANG, British str., 799, Orr, Canton 15th November, General.—SIEMSSEN & Co.

November 16, KWANGTUNG, British str., 675, Punchard, Foochow 12th November, Amoy 13th, and Swatow 15th, General.—D. LAPRAIK & Co.

November 16, KARO, British str., 979, P. Colling, Swatow 15th Nov., Ballast.—MEYER & Co.

November 16, MOSQUITO, British gunboat, Lieutenant-Commander Geo. A. G. Gray, Tinghae (Chusan) 18th November.

November 16, THERESE & NELLY, French bark, 353, Garceau, Swatow 14th Nov., Ballast.—CAPTAIN.

November 17, WASHI, British str., 265, A. Hunter, Haiphong 10th November, and Hoihow 14th, General.—LANDSTEIN & Co.

November 17, PERNAMBUCO, British str., 643, Cain, Saigon 9th November, General.—MELCHERS & Co.

November 17, CARISBROOKE, Brit. str., 945, H. Wharton, Singapore 8th November, General.—MAN HING & Co.

November 17, LORNE, British steamer, 1,035, Wm. McCullogh, Penang 2nd Nov., and Singapore 8th, General.—MELCHERS & Co.

November 17, ARGYLE, British str., 1,271, D. Scott, London 1st October, and Singapore 19th, General.—JARDINE, MATHESON & Co.

November 17, GWALIOR, British str., 1,798, S. C. Babot, Shanghai 15th November, General.—P. & O. S. N. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, NOVEMBER 16TH.

Fat-choy, British steamer, for Macao.
Hermann, German bark, for Bangkok.
City of Peking, American steamer, for Yokohama and San Francisco.
Chinkiang, British steamer, for Shanghai.
Philip Fitzpatrick, Amer. bark, for Keelung.
Yottung, British steamer, for Swatow.
Salvadora, Spanish steamer, for Manila.
Peiho, German bark, for Bangkok.
Normanby, British str., for Singapore and Sydney.

DEPARTURES.

November 16, CITY OF PEKING, Amer. str., for Yokohama and San Francisco.
November 16, SALVADORA, Spanish steamer, for Manila.
November 16, NORMANBY, British str., for Singapore and Sydney.
November 16, VOLGA, French steamer, for Yokohama.
November 16, ANADYR, French steamer, for Shanghai.
November 16, FAT-CHOY, British steamer, for Macao.
November 16, YANGTSZE, British steamer, for Canton.

PASSENGERS.

ARRIVED.

Per *Yangtsze*, str., from Shanghai:—72 Chinese.
Per *Diamante*, str., from Amoy:—5 Cabin, and 30 Chinese.
Per *Kwangtung*, str., from East Coast:—Messrs. Anderson, D. E. Caldwell, Smith and Oliver, and 103 Chinese.
Per *Karo*, str., from Swatow:—8 Chinese.
Per *Lorne*, str., from Penang, &c.:—220 Chinese.
Per *Carisbrooke*, str., from Singapore:—300 Chinese.
Per *Washi*, str., from Haiphong, &c.:—Mr. Schreiner and 20 Chinese.
Per *Argyll*, str., from London, &c.:—2 Cabin and 20 deck.
Per *Pernambuco*, str., from Saigon:—54 Chinese.
Per *Gwalior*, str., from Shanghai:—For Hongkong:—Hon. H. A. Denison, R.N., Messrs. O. B. Tuta, J. Robertson, S. S. Elger, and J. McKoy, and 13 Chinese. For Ancona.—Mr. J. Sa toro.

DEPARTED.

Per *Salvadora*, str., for Manila:—Messrs. Robert Hunter Beathie and Alexander John Mitchell Shewan.
Per *City of Peking*, str., for Yokohama and San Francisco:—For Yokohama:—Miss M. Clarke and Mr. H. B. Smith, and 5 Chinese. For San Francisco.—Mr. John Rutherford, 4 Europeans, and 145 Chinese.
Per *Volga*, str., for Yokohama:—Messrs. Baker, Normand Louis, and Alexis.
Per *Anadyr*, str., for Shanghai:—H.E. Don Carlos d'Espana, Mr. and Mrs. L. Noronha, Mrs. J. da Silva, Mrs. E. Williams, Messrs. A. Bastos, and E. del Teroja.

REPORTS.

The British steamship *Diamante* reports left Amoy on 15th November, and had strong monsoon and hazy weather throughout.

The British steamship *Yangtsze* reports left Shanghai on 12th November, and had moderate monsoon and fine weather throughout.

The British steamship *Washi* reports left Haiphong on 10th November, and Hoihow on the 14th, and had strong N.E. gales and heavy sea throughout.

The British steamship *Gwalior* reports left Shanghai on 15th November, and had strong North and N.N.E. gales from the Fisherman Islands to Lammocks, with heavy sea; thence to arrival light Northerly winds and fine weather.

The British steamship *Argyll* reports left London on 1st October and had fine weather to Penang and Singapore; left again on the 10th, and had gloomy weather and light winds to lat. 14 N., then strong monsoon and bad weather with high sea to lat. 21 N.; thence to port fine weather with fresh monsoon.

The British steamship *Carisbrooke* reports left Singapore on 8th November, and had fine, light weather with S.S.E. and S.W. winds in the first part; and heavy N.E. winds and high sea the remainder of the voyage. On the 8th, spoke the bark *Tyburnia*, from Hongkong, 20 miles North of Pulo Osa; wished to be reported all well.

The British steamship *Kwangtung* reports left Foochow on 12th November, Amoy on the 13th, and Swatow on the 15th, and had strong monsoon and cloudy weather throughout. In Foochow the steamship *Hueting*. In Amoy the steamer *Hailoong* and H.M.S. *Hart*. In Swatow the steamships *Penedo*, *Maharajah*, and *Illona*, and *Antenor*.

The British steamship *Pernambuco* reports left Saigon on 9th November, and had moderate S.E. winds to Padaran; thence to port very strong N.E. gale and heavy turbulent sea. Passengers accommodated in steerage owing to shipping quantities of water. On the 16th at noon one passenger died, and at request of the passengers was taken to Hongkong.

AUCTION SALES TO-DAY.

NONE.

NOTICES OF FIRMS.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

HONGKONG AGENCY.

From This Date, until further notice, Mr. L. HENNEQUIN will assume the MANAGEMENT of the COMPANY'S OFFICE at this Port.

H. DU POUEY, Agent.

Hongkong, 1st November, 1878. [1810

NOTICE.

MR. NG MEI KUM, otherwise called NG HOK MUN, is admitted a PARTNER in our Firm from 2nd February, 1878.

TACK MEE HOP KEE HONG, Nos. 9 and 11, Bonham Strand West.

Hongkong, 30th September, 1878.

NOTICE.

THE INTEREST and RESPONSIBILITY of the late Mr. NG SIN FOO, otherwise called NG HOK SEE, in our Firm CEASED from 2nd February, 1878.

TACK MEE HOP KEE HONG, Nos. 9 and 11, Bonham Strand West.

Hongkong, 30th September, 1878. [3m1689

NOTICE.

THE Undersigned, having become LESSEE of the "HONGKONG DAILY PRESS" and the BUSINESS connected therewith, will conduct the same on his own account from this date.

R. CHATTERTON WILCOX.

Daily Press Office, Hongkong, 1st January, 1878.

NOTICE.

FROM the 1st of October Dr. EASTLACKE will RECEIVE his PATIENTS at his NEW DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the Medical Hall.

Hongkong, 24th September, 1878. [1600

NOTICE.

DURING my absence from the Colony, Mr. MIGUEL MARIA MAHER is authorised to SIGN my NAME per procuration.

M. A. DOS REMEDIOS.

Macao, 9th November, 1878. [1801

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. ARTHUR CHART in our Firm CEASED on the 31st December last.

J. INGLIS & Co.

Hongkong, 13th June, 1878. [6m1031

TO BE LET.

TO LET.

THREE OFFICES in CLUB CHAMBERS. The DWELLING HOUSE, No. 3, ALEXANDRA TERRACE.

Apply to DOUGLAS LAPRAIK & Co.

Hongkong, 18th November, 1878. [37

TO BE LET.

TWO Excellent STONE-FLOORED GODOWNS on Marine Lot No. 10, PRAYA CENTRAL.

Apply to TURNER & Co.

Hongkong, 2nd August, 1878. [1306

TO LET.

THE UPPER STOREY of No. 50A, QUEEN'S ROAD CENTRAL.

Apply to THOMAS G. GLOVER, No. 7, Queen's Road Central.

Hongkong, 16th September, 1878. [1550

TO LET.

FIRST-CLASS GRANITE GODOWNS attached to the BLUE HOUSES at Wanchi, Marine Lot 65.

For further Particulars apply to MEYER & Co.

Hongkong, 22nd June, 1878. [tf1083

TO LET.

FLETCHERS' BUILDINGS, either as entire Houses, or in Flats, or Apartments. GODOWNS, STABLING, and STORAGE, of every description.

Apply to SHARP, TOLLER, AND JOHNSON, Solicitors.

Supreme Court House, Hongkong, 20th February, 1878. [36

TO LET.

NO. 9, SEYMOUR TERRACE.

Apply to DAVID SASSOON, SONS & Co.

Hongkong, 11th November, 1878. [11

TO LET.

TWO FIRST-CLASS GRANITE GODOWNS on the PRAYA EAST, at Bowrington. Apply to D. NOWROJEE, Hongkong Hotel.

Hongkong, 22nd October, 1878. [1m1748

TO LET, FURNISHED ROOMS, with use of DRAWING ROOM, WITH OR WITHOUT BOARD, with a private family. Address F., care of *Daily Press* Office.

Hongkong, 2nd April, 1878. [tf568

TO LET.

A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchi.

Apply to OLYPHANT & Co.

Hongkong, 1st March, 1877. [tf10

TO LET.

IN the HOUSES on Marine Lot 65, formerly known as the BLUE HOUSES, situate on Praya East:—

HOUSE No. 2, Praya East. The Basement, together with First Floor, or separate if desired, with Possession on the 1st November.

HOUSE No. 3, Praya East. The whole House, or in Flats, with Possession on the 1st of November.

As also,

SIX SPACIOUS ROOMS with Corridors and Out-houses in the DWELLING HOUSE to the Eastward of the Pier at Wanchai. These may be had in Apartments of Two or Three Rooms to suit convenience. Fine Spacious Verandah looking on the Harbour. Immediate Possession.

For further Particulars, apply to MEYER & Co.

Hongkong, 16th August, 1878. [tf1082

BOSTON JACK & Co.,

SHIPCOMPRADORES AND STEVEDORES,

OPPOSITE CANTON STEAMER WHARF,

Supply Shipping with every necessary, of the Best Quality, at Low Prices.

Hongkong, 12th September, 1878. [1563

F. HUTCHINGS begs to announce to the Community of Hongkong that he will be able to supply

BEEF, MUTTON, &c.,

from 1st October, and trusts that they may grant him their support.

SHOP—WELLINGTON STREET, opposite the Cathedral.

Hongkong, 19th September, 1878. [1576

THE CHUNG NGOI SAN PO (Chinese *Daily Press*),

PUBLISHED DAILY,

Is the best medium for Advertising among the Native Community.

It has been established upwards of TWENTY YEARS, and enjoys the largest *bona fide* circulation of any Chinese paper in the Southern China. It is carefully edited by an experienced Chinese Scholar, and contains FULL and RELIABLE COMMERCIAL INTELLIGENCE.

Terms for Advertising can be obtained at the Office, Wyndham Street, Hongkong; or from the different Agents.

Hongkong, 1st January, 1877.

BANKS.

THE CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

(INCORPORATED BY ROYAL CHARTER).

CAPITAL .... £750,000.
RESERVED FUND ...... £151,560 10s. 0d.

BANKERS.

THE BANK OF ENGLAND.
THE LONDON JOINT STOCK BANK.

RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.

FOR 3 MONTHS, 2 % PER ANNUM.
FOR 6 MONTHS, 4 % PER ANNUM.
FOR 12 MONTHS, 5 % PER ANNUM.

Besides conducting general Exchange Business, the Bank Discounts Local Bills payable in Hongkong and makes advances on approved Banking Securities.

Present Rate of Discount for approved short sight Acceptances ...... } 5 % PER ANNUM.

Rates for Advances, according to the terms required, may be ascertained on application.

H. H. NELSON, Manager.

Hongkong, 7th August, 1878. [tf1300

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL .... £800,000.
RESERVE FUND .... £150,000.

Bankers.

THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

The BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

ON CURRENT ACCOUNTS, 2 % PER ANNUM ON THE DAILY BALANCE.

ON FIXED DEPOSITS.

FOR 3 MONTHS, 3 % PER ANNUM.
FOR 6 MONTHS, 4 % PER ANNUM.
FOR 12 MONTHS, 5 % PER ANNUM.

Hongkong, 29th July, 1878. [1813

ORIENTAL BANK CORPORATION.

(INCORPORATED BY ROYAL CHARTER).

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 MONTHS' NOTICE, 3 % PER ANNUM.
At 6 MONTHS' NOTICE, 4 % PER ANNUM.
At 12 MONTHS' NOTICE, 5 % PER ANNUM.

D. A. J. CROMBIE, Acting Manager.

Oriental Bank Corporation, Hongkong, 1st July, 1878. [1144

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ......5,000,000 of Dollars.
RESERVE FUND ....1,200,000 of Dollars.

COURT OF DIRECTORS:—

Chairman—F. D. SASSOON, Esq.
Deputy Chairman—WM. H. FORBES, Esq.

E. R. Belilios, Esq. | Adam Lind, Esq.
H. F. Dalrymple, Esq. | Wilhelm Reiners, Esq.
H. Hoppius, Esq. | W. S. Young, Esq.
Hon. W. Keswick.

CHIEF MANAGER.

Hongkong—THOMAS JACKSON, Esq., MANAGER.

Shanghai—EWEN CAMERON, Esq.

LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 2 per cent. per Annum on the daily balance.

On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, 16th August, 1878. [9]

NOTICE.

J. R. WHITE begs to inform the Public that he has TAKEN CHARGE of the KOWLOON HOTEL, and solicits the Patronage of the Public.

Hongkong, 9th November, 1878. [tf1853

LESSONS IN DANCING.

A CLASS for instruction in DANCING to CHILDREN and ADULTS will be OPENED on the 1st October next.

For Particulars, address Q. R., *Daily Press* Office.

Hongkong, 21st September, 1878. [3m1485

CAUTION TO THE PUBLIC!

DR. BRIGHT'S PHOSPHODYNE.

Whereas it having become known to the Proprietors of DR. BRIGHT'S PHOSPHODYNE that a worthless imitation, bearing a similar name, is exported to India, China, &c., and endeavoured to be foisted on purchasers as equal in efficacy to Dr. Bright's Phosphodyne, they feel it due to the public to specially caution them against this compound and request their most careful attention to the following distinctive characteristics of Dr. Bright's (the only genuine) Phosphodyne.

1st.—That Dr. Bright's Phosphodyne is sold only in cases.

2nd.—The words "Dr. Bright's Phosphodyne" are clearly blown in each bottle.

3rd.—The Registered Trade Mark and Signature of Patentee are printed on the label of every case.

4th.—Directions for use in all the following languages are enclosed in each case:—English, French, German, Italian, Dutch, Spanish, Portuguese, Russian, Danish, Turkish, Persian, Hindostani, Madrassee, Bengalee, Chinese, and Japanese.

WITHOUT WHICH NONE CAN POSSIBLY BE GENUINE.

DR. BRIGHT'S PHOSPHODYNE is the Only Reliable Remedy for NERVOUS and LIVER COMPLAINTS and all FUNCTIONAL DERANGEMENTS.

DR. BRIGHT'S PHOSPHODYNE is patronised by the aristocracy and the *élite*, extensively used in the army and navy, and strongly recommended by the leading Medical Practitioners.

DR. BRIGHT'S PHOSPHODYNE is sold by all Chemists and Patent Medicine Vendors throughout the Globe.

In India, China, &c., Dr. BRIGHT'S PHOSPHODYNE is generally sold at an advance on the English Price.

The high estimation in which Phosphorus is held is unquestionably due to its administration in this form. Therefore ask for DR. BRIGHT'S PHOSPHODYNE, and do not be persuaded to take any useless and possibly dangerous imitations.

CAUTION TO MEDICINE VENDORS.

The Trade Mark, Label, &c., of Dr. BRIGHT'S PHOSPHODYNE are duly entered at Stationers' Hall, London, and are also registered in the chief cities of the world.

Chemists and Druggists are hereby warned that legal proceedings will be immediately instituted by the Authorised Agents, against any person or persons selling Fraudulent Imitations of Dr. BRIGHT'S (the only genuine) PHOSPHODYNE, from this date, 1st October, 1878. [1726

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

THURSDAY,

the 21st November, 1878, at 2 P.M., at his Sales Rooms, Queen's Road,

An Invoice of a Choice Selection of this year's

DUTCH BULBS,

in splendid order, comprising:—

HYACINTHS, ANEMONES, and TULIPS.

Catalogues will be issued.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG, Auctioneer.

Hongkong, 18th November, 1878. [1894

PUBLIC AUCTION.

THE Undersigned has received instructions from the Official Assignee to Sell by Public Auction, on

TUESDAY,

the 26th November, 1878, at 2 P.M., at the Residence of H. KLEIN, Esq., the whole of the

HOUSEHOLD and OFFICE FURNITURE, &c., comprising:—

English-made Walnut Crimson Velvet-covered DRAWING-ROOM SUITE.

English-made Walnut CARD TABLE and DAVENPORT. Canton-made Blackwood Marble-top TABLES.

Gilt-Framed CHIMNEY GLASSES, ENGRAVINGS and OLEOGRAPHS.

English-made Mahogany Extension DINING TABLE and SIDEBOARD with GLASS.

English-made MAHOGANY DINING-ROOM CHAIRS, WHATNOTS, DINNER, DESSERT, and TEA SETS, GLASSWARE and PLATED WARE.

IRON BEDSTEAD, WARDROBES, CHEST of DRAWERS and SEWING MACHINE.

OFFICE DESKS and WRITING TABLE, COPYING PRESS, GLASS BOOKCASE, SHELVES, PAPER PRESS, CLOCK, and BOOKS.

A COTTAGE PIANO, by SCHIEDMAYER and SOEHNE, Stuttgart.

ONE CHUBB'S IRON SAFE.

&c., &c., &c.

Catalogues will be issued, and the whole to be on view on and after MONDAY, the 25th instant.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG, Auctioneer.

Hongkong, 18th November, 1878. [1895

SALE BY AUCTION AT AMOY.

THERE will be exposed to Sale by Public Auction, by Order of the Owners, at Amoy, on

SATURDAY,

the 30th day of November, 1878, the Hull of the Dismasted Ship

"ARABIA,"

of Greenock, 1,188 Tons Register, as she now lies in the Harbour of Amoy, with the Ground Tackle at present in use in mooring the Vessel. The Dimensions of the Vessel per register are Length 199 feet 7, Breadth 36 feet 2, Depth 22 feet 7; her 'Tween Decks are 6 feet 10 inches in height and not laid. Depth of Lower Hold is 15 feet 9 inches.

The "ARABIA" was built at Quebec in 1861, her Bottom is of Elm, her Topsides of Tamarack, and she is Copper-fastened to load line; she had a special survey for five years and large repairs, including New Decks, Beams, &c., &c., at Liverpool in 1873; and she was Caulked and Re-metalled last year.

The Spare Stores, Sails, Ropes, Ground Tackle, &c., &c., will be exposed to Public Auction on 12th November, 1878.

The Auction of the Hull will take place on board at Noon on the 30th November, 1878; and of the Spare Stores, Sails, Ropes, &c., at 10 A.M. on 12th November, on the Bund in front of Messrs. MOALLE & Co.'s Store.

TERMS.—Cash in Spanish Dollars weighed at 7.2. All Lots to be at Purchasers' risk on the fall of the hammer.

Messrs. MOALLE & Co., Auctioneers.

R. A. J. KLAENFOTH, Master of Ship "Arabia."

Amoy, 5th November, 1878. [1862

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. BIRLEY & Co. to Sell by Public Auction, by Order of the Mortgagees, on or about the 20TH JANUARY, 1879, the 1st Class

IRON SCREW STEAMSHIP

"AMERICA,"

of 563 Tons Net Register, Built in 1873 by Messrs. J. and R. SWAN, of Dunbarton, and Engined by Messrs. TOD and MCGREGOR, of Glasgow, with Compound Vertical Direct-Acting Surface-Condensing Engines of 90 Horse-Power (nominal), working up to 450 H.P. effectual; Consumption of Coal (Cardiff), about 8 Tons; Speed, about 8 Knots; Capacity of Bunkers, 180 Tons; Diameter of Cylinders, 25 and 48 inches; Boiler Multitubular; Length 210 feet 3 in.; Breadth, extreme, 26 feet 7 in.; Depth of Hold, Tonnage Deck to Ceiling, 20 feet 9½ in.; Spar Deck, Deck to Deck, 6 feet 7 in.; Draft, light, 9 feet; loaded, 17 feet; D. W. Capacity, including Bunkers, 1,100 Tons, or 16,500 Piculs exclusive of Bunkers; Class, Lloyds 90 A1; Water Ballast; 'Tween Decks laid; 3 Steam Winches, and HARFIELD'S Patent Windlass; Saloon amidships for 10 Cabin Passengers and Cabin aft for 3. Boilers retubed in Hongkong in June, and the Hull and Machinery now in first-class order.

Spare Engine Gear and Coal to be SOLD SEPARATELY.

For Further Particulars, apply to Messrs. BIRLEY & Co., or the AUCTIONEERS, where Inventory and Plan of the Vessel can be seen.

TERMS OF SALE.—Half Cash on fall of the hammer, The Balance on completion of Transfer, expenses of which are to be borne by the Purchaser. The Ship and Inventory, with all faults and errors of description, to be at the Purchaser's risk at fall of the hammer.

HUGHES AND LEGGE, Auctioneers.

Hongkong, 18th November, 1878. [1893

NOTICE.

ON and after This Date the BUSINESS of the CHINA DISPENSARY will be REMOVED to the VICTORIA DISPENSARY, where Customers are kindly requested to send their Orders, which will have the usual prompt attention.

WM. CRUICKSHANK.

Hongkong, 5th November, 1878. [tf1820

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1874, "WEISSLACK."

$19..........per case of 2 dozen pints.
$18..........per case of 1 dozen quarts.

CHATEAU LEOVILLE POYFERRE, 1869 "VIN DES PRINCES."

$18..........per case of 1 dozen quarts.

PALMER MARGAUX,

$7..........per case of 1 dozen quarts.
$8..........per case of 2 dozen pints.

CHATEAU BELAIR.

$7..........per case of 1 dozen quarts.

LORMONT.

$5..........per case of 1 dozen quarts.
$6..........per case of 2 dozen pints.

SIEMSSEN & Co.

Hongkong, 1st May, 1876. [12

JOHN SKINKER, 115, PINE STREET, SAN FRANCISCO, CALIFORNIA,

Sole Agent on the Pacific Coast for

WINCHESTER REPEATING ARMS Co.'s Repeating Rifles, Carbines, and Muskets, Model 1866 and 1873; Plain Mounted, or Gold, Silver, or Nickel-Plated, and Beautifully Engraved.

METALLIC CARTRIDGES of all sizes and kinds for Pistols or Rifles of their make. [8m1647

INTIMATIONS.

SAYLE AND CO., having received their FIRST DELIVERY OF GOODS for the AUTUMN SEASON, Solicit an Inspection of the following:—

RICH BLACK GROSGRAIN SILKS, from the Best Makers.

COLOURED GROSGRAIN and FANCY SILKS.

PLAIN and FANCY JAPANESE SILKS.

TRIMMING SILKS and SATINS.

A SPLENDID ASSORTMENT OF FANCY DRESS MATERIALS, including the "REAL SNOWFLAKE," WOOL POPLINS, WOOL SERGES, WOOL PLAIDS, FRENCH MERINOS, DIAGONAL REPS.

BLACK and COLOURED SILK VELVETS and VELVETEENS.

VARIOUS WASHING FABRICS, suitable for Autumn Wear.

SHAWLS, MANTLES, JACKETS, SKIRTS.

UNDERCLOTHING, BABY LINEN.

SPECIAL "SWAN BILL" and FRENCH CORSETS.

CHILDREN'S COSTUMES, PELISSES, and FROCKS.

INFANTS' CASHMERE HOODS, BONNETS, and HATS.

NEW RIBBONS, SASHES, and SASH RIBBONS.

FEATHERS, FLOWERS, LACES, and LACE GOODS.

The NEW HACKLE and other FEATHER TRIMMINGS.

A LARGE AND VARIED STOCK OF NEW HOSIERY.

KID GLOVES will be OPENED SHORTLY.

FELT, STRAW, and PLUSH HATS, and BONNETS.

PARIS TRIMMED HATS and BONNETS.

SPECIAL AGENTS for "THE LITTLE WANZER" SEWING MACHINE, Now Sold at a GREAT REDUCTION on former Price.

DRESSMAKING!

Great Care is used in this Department, which increases in popularity with each Season.

MILLINERY BY ACCOMPLISHED HANDS.

SAYLE AND CO., VICTORIA EXCHANGE, QUEEN'S ROAD AND STANLEY STREET, HONGKONG; AND AT SHANGHAI.

FOR SALE.

THE British Steamship "AMERICA," of 563 tons Register and about 16,500 piculs Capacity.

For further Particulars, apply to BIRLEY & Co.

Hongkong, 10th July, 1878. [1183

FOR SALE.

CUTLER PALMER'S CELEBRATED WINES AND COGNAC.

Price List on application.

F. BLACKHEAD & Co.

Hongkong, 1st November, 1877. [46

FOR SALE.

CHAMPAGNE, 1874. HEIDSIECK & Co.'s MONOPOLE.

DEETJEN & Co.

Hongkong, 2nd July, 1877. [1122

THE TOURIST'S GUIDE. REDUCED PRICE, $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.

Also a few copies of the GRAMMAR OF THE CHINESE LANGUAGE, in two Parts.

The *Daily Press* Office.

FOR SALE.

CUTLER, PALMER & Co.'s CLARETS, at $12, $10, $7, $6, $5½, and $4½ PER CASE OF 1 DOZEN QUARTS.

SHERRIES, at $10½, $9, $8½, and $8½ PER CASE OF 1 DOZEN QUARTS.

CHAMPAGNE, at $13 PER CASE OF 2 DOZEN PINTS.

CHAMPAGNE, at $12 PER CASE OF 1 DOZEN QUARTS.

HOCK, at $8½ PER CASE OF 1 DOZEN QUARTS.

BRANDIES, * ** *** and ****, at $6½, $7½, $9, and $10½ PER CASE OF 1 DOZEN QUARTS.

WACHTER'S CHAMPAGNE, AS SUPPLIED TO H.R.H. THE PRINCE OF WALES, $18 PER DOZEN QUARTS.

Detailed Price Lists on application to SIEMSSEN & Co.

Hongkong, 1st November, 1877. [14

NOTICE.

THE Undersigned have been appointed by Messrs. PIGOU, WILKS, and LAURENCE, Limited, Gunpowder Manufacturers, of Dartford and Battle, their AGENTS in HONGKONG.

MEYER & Co.

Hongkong, 6th February, 1878. [1268

KEATING'S BONBONS OR WORM TABLETS,

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL OR THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for Children. Sold in Bottles by all Chemists. [361 1520

CHINA OVERLAND TRADE REPORT, the COMMERCIAL JOURNAL FOR CHINA, JAPAN, &c., &c.,

Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure of the English Mail, contains the

LATEST AND FULLEST TRADE INTELLIGENCE,

REPORTS OF MEETINGS OF COMPANIES,

THE LATEST TELEGRAMS, together with the

POLITICAL AND GENERAL NEWS of the Fortnight.

The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines, Straits Settlements, &c., &c.

Hongkong, 3rd October, 1877.

INTIMATIONS.

CITY HALL, HONGKONG.

THURSDAY, 21ST NOVEMBER.

GRAND FAREWELL BENEFIT TENDERED TO MISS ELCIA MAY BY MEMBERS OF THE CHORAL SOCIETY AND THE PUBLIC On the occasion of her LAST APPEARANCE IN HONGKONG.

Tickets to be had and Seats secured at Messrs. KRUSE & Co.'s, where a Plan of the Theatre may be seen.

DUNCAN MACALLUM, Agent.

Hongkong, 13th November, 1878. [1872

ST. ANDREW'S HALL.

TO-MORROW EVENING, TUESDAY, the 19th instant, at 9 P.M.

CONCERT given by HONGKONG AMATEURS in commemoration of FRANZ SCHUBERT'S DEATH (19th November, 1828).

Proceeds to be Devoted to the Funds of the CITY HALL.

TICKETS .... $2.

To be obtained at Messrs. KRUSE & Co.'s.

Hongkong, 15th November, 1878. [1885

LANE, CRAWFORD & CO. HAVE FOR SALE, EX LATE ARRIVALS:—

LETTS'S DIARIES for 1879.

BASS'S DRAUGHT ALE, in splendid condition.

PARTAGA'S HAVANA CIGARS.

LADIES' GARDENING TOOLS.

ELECTRO-PLATED READING LAMPS.

MARK TWAIN'S SCRAP BOOK.

NOVELTIES in MEERSCHAUM PIPES and CIGAR TUBES.

POCKET KNIVES.

The NEW CHAMPAGNE TAP.

SWIMMING BELTS & AIR CUSHIONS.

CHABLIS in Pints.

TWEEDS, in Suit or Trowser Lengths.

FRIEZES for ULSTERS.

WINTER SOCKS and UNDERSHIRTS, Newest Patterns.

CHAMBERS'S ENCYCLOPÆDIA, Latest Edition.

KEILLER'S DUNDEE MARMALADE.

KEITH JOHNSTON'S LATEST ATLAS.

DICTIONARIES and WORKS of REFERENCE.

TODDY KETTLES.

SPECIAL BLEND SCOTCH WHISKY.

SADDLERY.

SCARVES and TIES, Newest Patterns.

GRAMMARS and SCHOOL BOOKS.

NEW SEASON'S APPLES.

The NEWEST NOVELS.

RED HEART RUM.

SHOOTING BOOTS.

SPORTING GEAR of all descriptions.

Hongkong, 18th October, 1878. [635

MEDICAL.

A DULY QUALIFIED MEDICAL MAN wishes to obtain (in consideration of his PROFESSIONAL SERVICES) a PASSAGE from Hongkong to Europe on a Steamer leaving Hongkong during JANUARY, 1879. Address "DOCTOR," care of *Daily Press* Office.

Hongkong, 6th November, 1878. [1825

WANTED EMPLOYMENT as CLERK in a Mercantile or other Office, by a Youth, who has received a thoroughly good English education. Moderate Salary only required. Address "A. B. C." *Daily Press* Office.

Hongkong, 22nd October, 1878. [1747

HONGKONG WHARF & GODOWNS.

STORAGE.

GOODS RECEIVED on STORAGE at CHEAP RATES, in First-class Godowns, under European supervision; and VESSELS DISCHARGED alongside the Wharf on Favourable Terms, with quick despatch.

MEYER & Co., Proprietors.

Hongkong, 29th August, 1878. [3m1465

C. L. THEVENIN, WINE AND SPIRIT MERCHANT, AND IMPORTER OF FRENCH GOODS.

Depôt for VICHY WATERS and Special Agent for PINAUD'S PERFUMES and ANTOINE'S INKS.

Gentlemen's Best French Boots and Shoes.

44, QUEEN'S ROAD, HONGKONG.

MURRAY AND LANMAN'S FLORIDA WATER.

CAUTION.

Having learned that large quantities of IMITATIONS of our FLORIDA WATER have recently been imported to Hongkong, we caution the Public against PURCHASING any that does not bear the name MURRAY and LANMAN on the label. Each bottle of the GENUINE is wrapped with a Pamphlet printed on paper which has the words "LANMAN and KEMP, NEW-YORK," in Water Mark.

Messrs. MELCHERS & Co. are our ONLY Agents for Sale of the GENUINE FLORIDA WATER at Hongkong.

LANMAN AND KEMP.

New York, July 9th, 1878. [3m1416

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS' Merchant Navy, Navy Boiled, Long Flax, Crown } CANVAS.

ARNHOLD, KARBERG & Co.

Hongkong, 11th May, 1867. [15

NOW ON SALE.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1877.

PRICE TEN DOLLARS.

Apply at the *Daily Press* Office.

Hongkong, February, 1878.

SING LEE STEAM LAUNCH COMPANY.

THE Undersigned beg to inform the Public that they have just added TWO NEW STEAM LAUNCHES to their fleet, and that they are now prepared to TOW VESSELS, CARGO-BOATS, &c., on the shortest notice at VERY LOW RATES. These Steam Launches having superior Cabin accommodation, are most suitable for Excursions. For Particulars, apply to

SING LEE & Co., No. 37, Tung Man Lane.

Hongkong, 4th November, 1878.

INTIMATIONS.

THEATRE ROYAL,

CITY HALL, HONGKONG.

THE ROYAL ENGLISH OPERA AND OPERA BOUFFE COMPANY will shortly produce BENEDICT'S ROMANTIC OPERA "THE LILY OF KILLARNEY," In Three Acts, With all its Startling Effects.

CAST OF CHARACTERS:

EILY O'CONNOR	MISS CLARA STANLEY.
HARDRESS CREGAN	Mr. H. VERNON.
DANNY MANN	Mr. H. PHILLIPS.
MYLES-NA-COPPALEEN	Mr. J. ROLLINGS.
ANNE CHUTE	Miss A. DRAEGER.
MRS. CREGAN	Miss B. DRAEGER.
FATHER TOM	Mr. PADDON.
MR. CORRIGAN	Mr. MACKINNON.
SERVANT	Mr. BEAUMONT.

HUNTERS, &c.

MUSICAL DIRECTOR .... Mr. F. PANIZZA.

The Opera produced under the Sole direction of Mr. H. VERNON.

Tickets to be had and Seats secured at Messrs. KRUSE & Co.'s, where a Plan of the Theatre may be seen.

PRICES OF ADMISSION:

Dress Circle or Orchestra Stalls .... } TWO DOLLARS.
Pit .... ONE DOLLAR.

Hongkong, 12th November, 1878. [1863

FOR MANILA,

THE Steamship "DIAMANTE," Captain Theband, will be despatched for the above Port at 5 P.M. TO-DAY.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, 18th November, 1878. [1892

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship "KWANGTUNG," Captain Punchard, will be despatched for the above Ports on WEDNESDAY, the 20th inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, 16th November, 1868. [1890

FOR LONDON,

(If sufficient inducement offers.)

THE A 1 British Ship "COMMISSARY," A. Morison, Master, will load here and have quick despatch.

For Freight, apply to MEYER & Co.

Hongkong, 16th November, 1878. [1891

NOTICE.

THE JAPANESE CONSULATE has been This Day REMOVED from Nos. 2 and 3, Alexandra Terrace, to No. 7, CAINE ROAD.

Hongkong, 13th November, 1878. [1w1879

NOTICE.

THE Undersigned will not be RESPONSIBLE for any DEBTS, Dues, or DEMANDS incurred by Mrs. STANFORD.

B. R. STANFORD.

Hongkong, 12th November, 1878. [1w1869

FOR SALE.

(In order to effect Clearance of an Invoice).

GENUINE DUC DE MONTEBELLO CHAMPAGNE, in good condition, at the following GREATLY REDUCED PRICES:—

Per Case, 1 Dozen Quarts ... $13.
Per Case, 2 Dozen Pints ... $14.

LANE, CRAWFORD & Co.

Hongkong, 14th November, 1878. [1m1880

NOTICE.

COKE and TAR for SALE in quantities to suit Purchasers.

Apply at the GAS WORKS, WEST POINT.

A. NEWTON, Manager.

Hongkong, 6th November, 1878. [1826

FOR STORAGE OR SALE.

EIGHT FIRST-CLASS GRANITE GODOWNS, Nos. 60, 60A, 61, 61A, 62, 62A, 63, and 63A, PRAYA EAST. The Capacity is from 1,500 tons to over 2,000 tons. Price Moderate.

Apply to TANG LOK, Hollywood Road.

Hongkong, 9th November, 1878. [2m1850

ORIENTAL SUGAR REFINERY.

The Undersigned, having effected a LEASE of the above PROPERTY, PLANT, &c., have to request that, until further notice, all COMMUNICATIONS with reference to the business of the said Refinery be MADE TO THEM, either at their Offices, Queen's Road, or at the Refinery Premises.

ADAMSON, BELL & Co.

Hongkong, 22nd May, 1878. [909

THE STAG HOTEL, QUEEN'S ROAD CENTRAL, HONGKONG.

Under New Management, this Establishment will now be conducted as a First-class Hotel. Tiffin at ONE o'clock. Dinner at SEVEN. Wines and Spirits of the Best Quality only. New English and American Billiard Tables.

J. COOK, PROPRIETOR.

ORIENTAL HOTEL, WELLINGTON STREET, HONGKONG.

STOCKHAUSEN AND ROSE, PROPRIETORS.

TIFFIN at ONE. DINNER at SEVEN O'CLOCK. Wines, Spirits, &c., of the Best Quality only. English, French, and German Spoken.

BILLIARD ROOMS—BOWLING ALLEYS.

NOTICES TO CONSIGNEES.

FROM PENANG AND SINGAPORE.

THE Steamship "LORNE" having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

MELCHERS & Co., Agents.

Hongkong, 18th November, 1878. [1893

FROM LONDON AND SINGAPORE.

THE Steamship "GLENEARN" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence and from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 o'clock TO-DAY.

Cargo remaining undelivered after the 18th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co.

Hongkong, 11th November, 1878. [1864

NOTICE.

ADVERTISEMENTS can be received for insertion in the CHRONICLE AND DIRECTORY for 1879 up to 15th December.

Terms can be had on application at the *Daily Press* Office.

Hongkong, 14th November, 1878.

NOTICE.

THE CHRONICLE AND DIRECTORY FOR 1879,

(With which has been incorporated "THE CHINA DIRECTORY.")

This Work is now being prepared for publication. Numerous important additions are being made to render it more valuable as a Commercial Guide.

The PUBLISHER requests that those Firms who have not yet returned the Printed Forms which have been sent to them to fill up, will be kind enough to do so WITHOUT DELAY. Any Persons who have recently arrived, or to whom Printed Forms have not been forwarded, are desired to send their Names and Addresses as early as possible for insertion.

Daily Press Office, November 11th, 1878.

NOTICE.

A. S. WATSON AND CO.,
FAMILY AND DISPENSING CHEMISTS,
By Appointment to His Excellency the GOVERNOR and his Royal Highness the DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS,
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMEN,
And
AERATED WATER MAKERS,

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or

HONGKONG DISPENSARY. [17

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

All letters for publication should be written on one side of the paper only.

The Daily Press.

HONGKONG, NOVEMBER 18TH, 1878.

THE adjourned discussion in the Legislative Council on the question of the extension of the Gaol will come on to-day, and we presume some definite resolution will be arrived at on the subject. The time chosen for bringing on this discussion seems to us peculiarly inopportune; it would have been understandable had it been intended to place a new gaol or gaol extension scheme on the estimates; but to drag in this question when the Council were asked to consider the budget, while at the same time His Excellency disavowed any idea of putting such a scheme on the estimates without first submitting it to HER MAJESTY'S Government, is a rather singular proceeding. Why this sudden hurry? That there was pressure is plain from the facts that no notice of the discussion was given to the unofficial members, and that it was opened in the unavoidable absence through illness of the Hon. J. M. PRICE, which circumstance though lamented by the GOVERNOR was not allowed to interfere with the progress of the debate. It seems to us that there can be no such pressing urgency for the discussion of a question on which Mr. PRICE could give such important information, and that it should have been postponed until he was well enough to take part in it. We trust that the Surveyor-General will be present to-day to give the benefit of his technical knowledge to the Council. The un-official members, as representing the ratepayers, naturally wish to have some details of the cost of the alternative schemes placed before them to guide them in their expression of opinion. The gaol is now so expensive an establishment that any addition, however small, to its cost, will be grudgingly conceded. The separate system is generally allowed to be very desirable as calculated to render the gaol a less agreeable house of refuge to the Chinese, but the Colony is not prepared to spend a quarter or half a million dollars in carrying out some gigantic reconstruction scheme or providing a new gaol. His Excellency produced figures at the last Council meeting to show that at the present moment there are fewer prisoners in the Gaol than at the same period of 1876. If this be so, we think there can be little difficulty in making the existing gaol suffice both for present and future requirements. Some of the cells might be converted on the separate system, and the number of prisoners kept down by deportation and vigorous applications of the cat or rattan. For certain offences let the punishment be a flogging and deportation, with promise of a double dose if caught in the Colony again. This may be a summary way of dealing with the Chinese Ishmaelites who flock hither in search of plunder, but it would prove a wholesome and effectual method of keeping the Colony clear of them. It is simple folly for us to keep them here at the expense of the ratepayers if they can be permanently got rid of. The prison has been made too pleasant for them, and though they get more work and smaller rations than formerly, board and lodging gratis there is—in the opinion of many of the criminal class, when for a time tired of getting a precarious living by their wits—not to be despised. The Tartar General of Kwangtung, when visiting the Colony some few years back, was taken, among other places, to see the [illegible]. He went round the building and noted its details very carefully, for some [illegible] in silence, but at length his in- amusement and astonishment got the [illegible] of his usual stolid gravity, and with much chuckling he relieved himself to the following effect:—"You complain of the number of criminals you get from the mainland. After seeing your prison I am not surprised that they come here. I am only surprised you don't get swarms more down from Fohkien and Chekiang. Such lodgings, and such food! Criminals may well like Hongkong. You should see my prison!" Of course it would be extremely undesirable that we should take the Chinese as a pattern in gaol discipline or accommodation. We are not likely ever to commence competition with the noisome prison at Canton; it will always enjoy its pre-eminence as a place of horror; but we do wish to render our gaol as uninviting as severe tasks, scant rations, and, in bad cases, periodical floggings, can make it. Whenever it is possible, offenders should be whipped and then banished the Colony. For certain minor offences the stocks might be more frequently used instead of giving short terms of imprisonment, which only serves to crowd the gaol. If we shut up every criminal we can arrest in gaol, a building of truly enormous dimensions will be necessary, for the supply of malefactors is practically unlimited.

The gunboat *Mosquito*, 4, Lieut.-Commander G. A. Grey, which left Shanghai on the 9th instant, arrived here on Saturday evening.

The appointment of Mr. H. E. Wodehouse to be Acting Deputy Superintendent of Police *vice* Mr. C. V. Creagh, Acting Police Magistrate, is gazetted.

We are requested to state that jurors need not attend Sessions until to-morrow, the 19th inst., at 10 a.m. The Sessions will be formally opened to-day and adjourned to the following day.

The Occidental and Oriental steamer *Belgic*, from San Francisco, with the American mail of the 24th ultimo, has arrived at Yokohama, and was to leave that port for Hongkong yesterday morning.

The rebellion in Kwang-si, is reported to be spreading rapidly. The insurgents have, it is said, been largely augmented by bands of the old Taipings from the Tonquin and Yunnan frontiers.—*Foochow Herald.*

It is notified in the *Gazette* that His Excellency has been pleased to recognise provisionally Mr. Alexander C. Levysohn, of the firm of Messrs. Arnhold, Karberg & Co., as Consul for Sweden, Norway, and Denmark.

The maximum temperature at the Peak during the past week, as recorded in Saturday's *Gazette*, was 69.0, the minimum 55.0; at the Harbour-Master's Office, Praya West, the maximum was 76.5 and the minimum 63.0.

The British steamer *Carisbrooke*, Captain H. Wharton, reports having spoken the British bark *Tyburnia*, Captain Golder, on the 8th instant, twenty miles south of Pulo Osa, bound to Penang from this port; wished to be reported all well.

The Hon. C. C. Smith, Colonial Secretary of the Straits Settlements, was sworn in at a meeting of the Legislative Council at Singapore on the 5th instant. The Governor has appointed Mr. Smith to be Chairman of the Committee of the Raffle's Library and Museum and of the Gardens, *vice* Mr. John Douglas, C.M.G., resigned.

It is understood (says the *Japan Gazette*) that the reason for the unexpected postponement of the return to Peking of Sir Thomas Wade, is that Prince Bismarck has urged England and the other treaty Powers to act in concert, and not separately, upon the various matters of lekin, and other provincial levies of taxation, upon foreign goods imported into China.

We learn (says a Yokohama contemporary) that the Russian Government is pushing China very hard about the many open questions in the North-West, and the Pekingese Ministers are much alarmed. A serious revolt has recurred in Kashgar; and, so far, the Chinese troops have been unsuccessful in dealing with it. It is said that on one line the communications of Tso's divisions are in danger; but it is impossible to get any more definite news.

The opening match of the Hongkong Yacht Club will take place to-morrow over the usual Western Harbour Course starting from the R.N. Coalsheds at Kowloon at ten o'clock. The entries are Naomi, Naiad, Wave, and Ariel. The prizes, given by the Yacht Club, are $40 first, and $10 second. Time allowance 15 seconds per ton. As this will be the first time of the yachts meeting after divers alterations and presumed improvements, the match will be no doubt very interesting. We hope there may be a good breeze and a tough race.

The London correspondent of the *Hampshire Telegraph*, writing on the 2nd ultimo, says:—"Some time ago I gave some account of the *Frolic* and *Dragon* collision case, in which Commander Dupuis proceeded against the owner of the merchant steamer, and won the day. Mr. Adams, the owner, is well known on the China station, being a contractor for supplies of certain stores to the Navy, and he showed his appreciation of the service by attempting to prove Her Majesty's ship in the wrong, when he really had not a leg to stand upon. And now the case has gone against him, and Commander Dupuis has been shown to have been in the right, this worthy person has made an appeal to the Admiralty to let him off the damages."

In reference to the term "Wang," a correspondent signing himself "your heathen friend, Ting Wang Sing" writes to the *North-China Daily News*:—I think the strictures of your evening contemporary on the application by the Chinese of Hongkong of the term "Wang," or tributary Prince, as a rendering of Her Majesty the Queen of Great Britain, are a little out of place. We Chinese, not having either the time or the leisure to study the languages or literatures of the various foreign nations, naturally form our conceptions thereof from the translations of foreign books supplied to us for the most part by the foreign Protestant Missionaries. If the Editor of your contemporary would be good enough to take the trouble to glance through these productions he would find that foreigners are themselves solely responsible for the rendering to which he objects.

At a meeting of the Committee of the China famine relief fund, held at Shanghai on the 11th inst., letters were read from Messrs. Richard and Hill bearing upon the requirements of the winter for distribution at Shansi. It was stated by them that Tls. 9,000 or Tls. 10,000 would be necessary for each of them to do availing work in different parts of the province till next spring. It was also mentioned that Chihli had been spoken of as possibly requiring Tls. 8,000 for distribution in connection with the Committee at Tientsin. Mr. Skelly, the acting manager of the Agra Bank, stated that the funds in hand amounted to Tls. 25,000 in deposit, and Tls. 1,964.64 on current account, but that both sums were available at the call of the Committee. It was accordingly resolved that the sum of Tls. 26,000 should be forwarded to the Committee at Tientsin for distribution, and that they should be informed of the requirements in Shansi, which it was desirable to meet as much as possible.

The British steamer *Yangtsze*, Captain Schultze, had her flags at half-mast yesterday on her arrival, and upon making inquiries we learn that the second officer, Mr. Russell, a native of London, died on the morning after leaving Shanghai. Mr. Russell had been unwell for some time, and at Shanghai Dr. Zacharias was attending him and told Captain Schultze that he was not fit for duty and to take him to Hongkong, where the weather being warmer would be more suitable for him. Captain Schultze took another second officer in place of Mr. Russell, who felt a little annoyed at this as he thought it was unnecessary. At dinner on the night of departure, Mr. Russell ate a little, and said that he felt much better. At eleven o'clock he was heard coughing in his cabin off the saloon. At eight o'clock the following morning the boy knocked at his door several times and receiving no answer he acquainted the captain with the circumstance, and the captain on going into the cabin found the deceased dead and cold in his berth. His remains were placed in a coffin and brought to Hongkong.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

THE SECOND CHINESE MEMORIAL.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—In an article of Saturday's *Daily Press* you speak of the memorial presented by the Chinese on Wednesday as the "Tung Wah memorial," and ask "what right has a Hospital committee to present an address on public matters entirely unconnected with the institution under their charge to the Governor of Hongkong for transmission to the Secretary of State for the Colonies." Permit me to ask you what right have you to assume that it was a memorial signed by the members of the Tung Wah Hospital only? If you wrote without information, you have assumed a fact for which there is no foundation, or if you wrote from information, your informant must have been grievously mistaken. The fact is, as the report in your own journal of the presentation of the address shows, that the deputation consisted of some of the leading Chinese, and the memorial was signed by the different wealthy classes of the Chinese community. It is true that some gentlemen forming the deputation happened to be members of the Tung Wah Hospital, but they came forward as members of the Chinese community and not as representing the Committee of the Hospital, just as the gentlemen consisting of City Hall Committee might take part in any discussion on public affairs. I am informed it had been arranged that a large landed property owner in this Colony was to present the memorial, but urgent business having obliged him to go to Canton, Mr. Mok Sz Young kindly undertook to do the duty, and he did it not in the capacity of the Chairman of the Hospital Committee, but as a member of the Chinese community.

With reference to your remarks in Thursday's issue about the character *wang* appearing in the first Chinese memorial, allow me to say that this word does not invariably and necessarily convey the sense of a "tributary ruler." Dr. Williams does not say so in his Tonic Dictionary, in which the word is explained by "King, ruler, one who is looked up to by all; a title of emperors before the Tsin dynasty." I fail therefore to see any insult meant by the use of that word being applied to the Queen of England in the said memorial, especially as at the end of it the other word *hwang* was used, with reference to the Queen, thus showing that the two words were used synonymously.—Yours, &c.,

K. L. & C.

Hongkong, 16th November, 1878.

[We fail to see any answer in this letter to our remarks on the Tung Wah memorial. There is every reason to believe it was got up under the auspices of the Hospital Committee, and none of our Chinese friends dispute the fact. That the members of the Committee have a right to take part in such a movement in their private capacity no one would wish to deny, but not in their official capacity.—ED., *D. P.*]

POLICE COURT.

16th November.

BEFORE MR. J. J. FRANCIS.

THE CHARGE OF MURDER.

Chung A Chi, steward on H.M.S. *Magpie*, and Chung A Pui, a hawker, were brought up on remand, charged by Inspector Batten with having caused the death of a Chinese female, named Chun A Mui, on the 8th instant, by beating her.

Mr. Dennys appeared to defend the prisoners, and asked his Worship for a remand to enable him to receive further instructions.

His Worship remanded the case until Tuesday (to-morrow) at three o'clock p.m.; bail being allowed in two surities of $100 each for each prisoner.

RETURNING FROM DEPORTATION.

Chun A Ling was brought up, on remand, charged by Inspector Cradock with returning from deportation before the expiration of the term of five years for which he was deported in 1875.

The prisoner admitted the charge. He said he had been in the Colony seven months and during that time he had been living honestly with his father, Chun A Ki, in Lascar-row, and on board a vessel.

His Worship now convicted the prisoner under the summary jurisdiction, conferred by ordinance 4 of 1871, section 3, and sentenced him to twelve months' imprisonment with hard labour and to be brought to the notice of His Excellency the Governor for deportation.

STORY OF THE SOLE SURVIVOR OF THE "BIANCA PERTICA."

The following is the report of Giuseppe Santori, the sole survivor of the Italian barque *Bianca Pertica*, of Genoa, which was wrecked off Quelpart on the 20th September last:—

On the 18th September we left Nagasaki with a very light breeze which lasted all day till about half-past eight of the same evening, when it became stronger. The captain gave orders to take in sail and the fore top-gallant-sail was taken in. At 9.30 the main-sail was partly blown away, and the watch was called on deck to secure the rest of the main-sail. While we were doing this the main top-sail carried away and the fore top-sail-yard broke. Then we took in all the sails with the exception of the fore-sail and the lower main top-sail; the wind was freshening from the east and a very heavy swell was rising from the same direction. We could not keep to the wind any longer, and putting the ship about ran before the wind, steering west.

At midnight the captain gave orders to the watch not to go below, but to turn to the pumps. We pumped all night till daylight by which time we had succeeded in discharging all the water, when four men were left to keep the pump going while the rest of the crew were taking in the broken yards. The water in the hold decreased and the crew were ordered to take in all the remaining square sails leaving the try-sails. We hove to again, the wind veered to south, and blowing away the try-sails, we were left without any sails at all. During that interval the water in the hold had increased very much, as the pumps had not been attended to for six hours. Towards 10 p.m. all hands manned the pumps, but we saw that they were choked with small coal and could not work. We went below and found that there was six feet of water in the hold. On the 20th the sea broke the railings on both sides of the ship, and carried them away, and we were unable to work, on account of the heavy sea, which would have carried us away. The water was increasing in the hold, and the ship sinking fast. The captain gave orders to raise the pump forward, to try to clear it. At mid-day the boatswain came forward, and told us we were all lost, as it was impossible to steer the ship. We all went amid-ships, and seeing there was no other way to save ourselves, we asked the captain to run before the wind. We set the fore-sail, and the ship went round, heading north, for the island of Quelpart. The captain told us to start the hand pump from the cabin, but it was useless from the quantity of water. The ship was sinking gradually, part of the crew were crying, some praying, and some, seeing no hope, got drunk in despair. The captain tried to keep up their courage, telling them they would be on shore before night. About 4.30 p.m. the ship began settling by the head, then we cut the lashings from the lifeboats. When the ship sank all the crew were aft, and some remained in the water, some on pieces of planks, while some took to the boats. The captain went down with the ship, and was never seen any more. One of the lifeboats was floating with very little water in her. Three of us got in her, and saw the boatswain and picked him up. Then we saw the chief mate in the water, and worked for an hour before we were able to rescue him, as we had only two bits of wood to manage the boat with. We were five in all, Cesare Paoli, chief mate; Chelini Pasquali, boatswain; Taddei Piladi Bacchione Leoni, and Guiseppe Santori. The sea filled the boat, and we had enough to do to keep her afloat. We were exhausted, having had no rest for two days, and went to sleep, the boat half full of water. At about 8 p.m. a heavy sea struck the boat and capsized her. The chief mate was lost, and four of us were left, the boatswain more dead than alive.

We succeeding in righting the boat, as the sea was decreasing. We baled out all the water with our hands, and before daylight the boat was dry, but the boatswain died during the night. On the 21st we were carried in the direction of Quelpart, which the mate had told us was about 50 miles distant. On the 22nd Taddei Piladi was very ill and delirious. On the 23rd we sighted land at about 25 miles distance. The wind changed and we were drifted away from the island. As we had no oars, no sails, and no provisions of any sort, we did not know what to do. On the same day Taddei Piladi died, and only two of us were left.

On the 24th, the wind changed from west to east, and was again carrying us along the coast, the island laying to the north of us. We broke a piece of wood work off the boat, and rigged up a sort of mast, and made a sail with our clothes; and proceeded slowly towards the land. On the 25th we must have been about 10 miles off the land. On the 26th when about 6 miles distance from shore, Leoni Bacchione, unable to stand the thirst any longer, drank a quantity of salt water, which did him much harm.

The wind falling calm, we took down the sail, and with the same piece of wood, tried to row. Leoni Bacchione told me he had no more strength to row, and went and lay down in the bow of the boat, and died during the night. On the 27th, being left alone, I hoisted a sail made of a shirt, and got nearer the land. On the 28th I guessed I was two miles from shore, but at mid-day the current again set out from shore. In the evening it took me again close to land, and during the night I was very close to it. I was about 40 yards from shore on the morning of the 20th and finding the current was carrying me away again, I jumped overboard, and left the boat with my last dead comrade in it.

The strength of the current prevented me from getting on shore, as I had no strength left to battle against it, and I remained two hours in the water. At last I reached a rock, near the land, on which I sank more dead than alive, and the people on the island, seeing me, came and picked me up.

They made a fire, and gave me some food and some water. Then they took me on horseback, a distance of about 50 miles, to the place where the crew of the English ship *Barbara Taylor*, which was wrecked at the same time, were staying, and I came back to Nagasaki with them.—*Rising Sun.*

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

[PER EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH COMPANY'S LINE.]

LONDON, 15th November.

THE LONDON PRESS AND THE PREMIER.

All the London papers warmly approve Lord Beaconsfield's speech at the Guildhall.

AUSTRIAN AMNESTY TO THE BOSNIAN INSURGENTS.

The Duke of Modena has granted an amnesty to the Insurgents of Bosnia and Herzegovina.

THE WASHINGTON GOVERNMENT AND THE HALIFAX AWARD.

A United States despatch declares the Halifax award unjust and excessive, and invites a renewal of the discussion.

Lord Salisbury, in reply, says that the award must be maintained, but it is expected that payment will be made under protest.

RUSSIA AND THE TREATY OF BERLIN.

The Emperor of Russia has assured the British Ambassador at St. Petersburg, that he wishes faithfully to carry out the terms of the treaty of Berlin.

FRIENDLY DISPOSITION OF TRIBES ON THE AFGHAN FRONTIER.

General Biddulph has arrived at Quetta and found all the leading tribes friendly disposed.

PROPOSED FRENCH INTERVENTION ON BEHALF OF GREECE.

Russia supports the proposal of French intervention on behalf of Greece.

THE BOARD OF TRADE RETURNS.

The Board of Trade returns for October show a decrease in exports of £1,000,000 and in imports of £7,000,000.

[FROM THE "STRAITS TIMES."]

THE ULTIMATUM TO THE AMEER OF AFGHANISTAN.

BOMBAY, 4th November.

The ultimatum to the Ameer of Afghanistan was given to the commandant of the fortress of Ali Musjid at the entrance of the Khyber Pass on the 2nd instant, and a copy was simultaneously posted in the Ameer's Post Office at Peshawur.

Sir Neville Chamberlain has been made acting Military Member of the Governor-General's Council.

PREPARATIONS FOR A CAMPAIGN IN AFGHANISTAN.

BOMBAY, 5th November.

The *Pioneer* of Allahabad states that a Brigade each of the Bombay and Madras armies is to be formed immediately for frontier service.

It is stated the Ameer is at Jellalabad determined to attack us both at the Khyber Pass and at Quetta.

[FROM "N. C. DAILY NEWS."]

ST. PETERSBURG, 11th November.

RUSSIA AND CHINA.

The Chinese Government has ordered Russian subjects to leave Kashgar.

THE DINDINGS TRAGEDY.

The *Penang Gazette* of the 31st October contains the following further details of the Dindings Tragedy and the inquest on Captain Lloyd's body:—

There is no news from Pankore regarding the above since our last issue. Neither the *Pyah Pekhet* nor the *Rosebud* has returned. From Singapore, we learn that H. M. S. *Lapwing* left that Port on the 28th instant for the scene of the outrage.

Captain Lloyd's remains were buried on Sunday afternoon in St. George's Cemetery. The non-official community were fairly represented, considering that few were aware of the tragedy of which he was the victim; but we regret to say the official element was remarkable for its absence. With the exception of the representatives of the Post Office, Harbour, and Medical departments, the Government were totally unrepresented, and the Senior-Magistrate did "duty" for the Magisterial bench.

Mrs. Lloyd, *we regret to hear, is not progressing* as fast towards recovery as was expected, and she is still in a very critical condition. Mrs. Innes, however, is reported to be out of all danger we are happy to say.

The inquest was closed to-day, the jury returning a verdict of "Culpable homicide amounting to murder against some person or persons unknown."

It is satisfactory to be able to announce that a valuable clue to the perpetrators of the outrage has been obtained. A Chinaman this forenoon presented a Deposit Receipt from the Hongkong and Shanghai Bank in the name of Captain Lloyd for $400 to a Chinese firm here and wanted to get it cashed. The manager of the firm immediately communicated with the police, and the result is that six Chinamen, all Tew Chews, have been arrested and are now in custody awaiting identification.

The following further particulars appear in the *Penang Gazette*, of the 4th instant:—

On Saturday morning, the 2nd instant, H.M.S. *Lapwing* came into harbour from Pankore with 18 prisoners, all Chinese, who are supposed to be implicated in the above outrage; so including the six arrested here, there are 24 now in custody, and we learn that over seventy scoundrels took part in the attack. The whole affair was arranged in Penang principally, and boats sailed from here with the perpetrators of it. The police of Pankore, it is feared, are seriously implicated and it is worthy of note that the Serang was one of those who were present on the Tobacco Estate in Deli, Sumatra, when Mrs. Lieuman and Mr. Revenning were murdered two years ago. Mrs. Lloyd is quite convalescent and progressing towards recovery as fast as can possibly be expected. She has been able to identify one of the prisoners as the waterman who, according to the dhobi's evidence, ran away about six weeks previous to the attack. The Chinese ayah recognises two men as those she saw at the door of the bedroom holding the bag and torch respectively. It has transpired that Captain Lloyd's revolver had been removed and the locks of his fowling piece were put past use previous to the attack. The man who presented the bank deposit note has turned Queen's evidence and has laid the whole plot open. It would appear that the Chinese ayah did not take the child, Arthur, into the jungle from the house as she swore before the Coroner she did. The Kling ayah, Mardi, did so. This, coupled with the fact that the Chinese cook who bolted after his altercation with Captain Lloyd—he was known to have cohabited with the Chinese ayah, which she denied—is one of those implicated, throws a strong suspicion on her *bona fides* in the whole affair. She is under the surveillance of the police.

The steamers *Pyah Pekhet* and *Kinta*, with H.M.S. *Lapwing*, and three steam launches are blockading the Perak coast from the Larout to the Dinding rivers in order to catch the remnants of the gang, said to muster over forty strong. They are reported by the Malays to be armed to the teeth and making desperate attempts to escape. Mr. Low is on board the *Kinta*, and with Mr. Karl is doing his utmost to bring the guilty parties to justice.

The *Straits Times* of the 7th instant says—Later news has been received from Penang, brought by Captain Wharton of the *Carisbrooke*, which vessel arrived this morning. It is to the effect that Mrs. Lloyd is much better, is quite conscious and considered to be out of danger. She talks freely of the circumstances of the outrage and her husband's murder. Mrs. Innes has perfectly recovered. The twenty-four Chinese who have been arrested were paraded before Mrs. Lloyd, and she at once identified several as the miscreants who committed the murder. One of the prisoners has turned Queen's evidence; he states that the ayah is in no way implicated in the outrage, and that only six of the robbers actually entered Captain Lloyd's house, the rest being outside keeping guard upon the police. Mrs. Lloyd says the ammunition for the police was kept in her husband's house, but when one of the police on guard gave the alarm no steps were taken to fetch it, though the station is only thirty yards from the house, and there was plenty of time to do so. About $2,000 dollars belonging to the Government were extracted from the safe by the robbers and all Mrs. Lloyd's clothes and jewellery were stolen.

FOOCHOW.

The ex-Futai Ting is expected to arrive in port at any moment, and we believe that there is now no doubt as to his having received an Imperial commission to arrange the Wu-shih-shan difficulty. His Excellency has, we understand, had the Mamoi Arsenal gunboat *Chi An* placed at his disposal, and will take passage in her from Swatow.

Pending the arrival of Ting Futai the Wu-shih-shan affair is, we hear, *in statu quo*. The Chinese officials are said to be opposed to the re-building of the mission house—on the plea that it would lead to another riot. Of this there is not, we are informed, the slightest danger, save from the Lin Ying Lin faction; but there is every danger to be apprehended in that quarter unless the ruffians are promptly punished, and that is the very thing the native authorities have hitherto declined to undertake—although we hear of some partial arrests having been made in the last few days.

"His Excellency the Viceroy is said to be tired of the cares of office, and it is reported in well-informed native circles that he has tendered his resignation to the Emperor. Ill health is popularly supposed to be the only plea permissible to a Chinese official in such circumstances, and, although this is but a sorry hole to creep out of, we can well believe, that, in view of recent events, His Excellency is sufficiently indisposed to render his retirement from office desirable.—*Foochow Herald.*

A correspondent writes to the *N. C. Daily News*, under date the 5th November:—A few days since some fishermen got hold of the new Aymer Rock Buoy, which had been but a short time laid down—a fact they did not know, for they seemed to fancy it was one of the old buoys adrift and that they had found a good prize. Making a rope fast to it from their boat, they set sail in the hope of towing it into Sharp Peak. The boat of course soon got headway on, but was almost as soon brought up all standing, with the exception of the stern, which much to their astonishment, was carried away. The occurrence was reported to the Harbour-master at the Anchorage, and he at once procured one of the Arsenal steamers and proceeded outside. On his arrival, he at once saw what was the matter. Our correspondent adds. "I fancy fishermen will not try again in a hurry to bring in a buoy moored with 12 cwt. of anchor, so that a check is clear upon this and perhaps upon some other points."

SHANGHAI.

Captain G. H. Drewes, of the steamer *Amoy*, reports that when on passage from Hongkong, and coming up the river, no lights were up on the Pile Beacon junk; but when the steamer came close to her lights were exhibited.

The signatures to the petition to the Post-master-General, asking for a reconsideration of the intention to despatch the homeward mails on Sundays, numbered some 460, and included the names of the members of the various public bodies in the Settlement, of the whole of the mercantile and other firms and their employes, the professional residents, traders, and in fact of members of the community generally. A more representative document of the kind it would be impossible to conceive; and thanks are due to the Chairman and members of the Chamber of Commerce, and their energetic Secretary, both for the prompt action taken and the complete manner in which the petition was drawn up and so large a number of signatures obtained. To take from us the weekly half-holiday during the winter months, so necessary for reinvigoration after the enervating heats of summer, would be to render a prolonged residence in Shanghai almost unbearable; and it is therefore fervently to be hoped that the prayer of the petition will be granted.—*N. C. Daily News.*

TIENTSIN.

Writing on the 4th inst., the *N. C. Daily News* correspondent says:—The Canal still continues high, almost to the top of the banks. Rumour among the Chinese says that the Yellow River has something to do with it. There is some reason to think so, inasmuch as the bed of an old stream, near Tehchow, which is usually dry—and was dry on the 25th ult.—had water in it on the 28th. But nothing definite seems to be known.

Mr. Richard is now here, *en route* to T'ai-yuen-fu. He thinks of distributing relief in the southern part of Shansi this winter, as being the most destitute part of the province. By special invitation he has called on the Viceroy, but no communication of importance seems to have been made to him by H.E.

SINGAPORE.

The Consul-General for Netherlands India notified Government on the 5th November, that the port of Edir on the north coast of Acheen has again been declared in a state of blockade.

At a meeting of the stewards of the Sporting Club it was decided, none of the owners of horses in training having any objection, to postpone the meeting, fixed some time ago for the 26th, 28th, and 30th of the present month, to the 10th, 12th, and 14th December. The reason for the postponement is that four horses are expected from Ceylon, two being for H. H. the Maharajah of Johore, and two for a Ceylon planter, and the stewards considered, very properly, that it would be only fair, as well as add to the interest of the coming meeting, to allow the newcomers some little time for training. The four horses are said to be cracks, and likely to prove themselves formidable opponents to the favourites here.

Among the passengers by the M. M. steamer *Anadyr* were three Ceylon planters. Messrs. E. S. Watson, Kay Shuttleworth, and Forbes Laurie on their way to Perak, following the example of Messrs. Christie and Handyside, to examine for themselves into the capabilities of the soil for planting purposes. Some people in Ceylon seem to be of opinion that the reports of Messrs. Christie and Handyside are too glowing, and that they have been over sanguine. On this point the *Ceylon Observer* has the following paragraph:—"In this issue will be found the extracts from the *Straits Times* relating to Messrs. Christie and Handyside's explorations in Perak which we were obliged to omit from last *Overland*. As an antidote to the glowing accounts of the two Ceylon pioneers and Mr. Leech we may refer to the letter of "Rolling Stone," who wishes to know if there is no dark side to the picture. This correspondent states that Mr. Forbes Laurie a planter of 21 years' experience, intends to go to Perak to judge for himself, and as Mr. Laurie, is known not to be of an over sanguine temperament we may expect to hear from him all the evils which planters in the Malayan land of promise are likely to suffer from. Already Mr. Handyside reports the Tamils are raising their demands so much that he has had to resort to Chinese. But where there is abundance of good land to be had cheap, difficulties will be overcome.

The Legislative Council resumed its sittings on Tuesday the 5th instant, when H.E. the Governor delivered an address. The Supply Bill for 1879 was read a first time and referred to the Finance Committee, and a large number of Departmental Reports and other papers were laid upon the table. His Excellency divided his speech under six headings. The first subject dealt with was the financial condition of the Colony, and that appears to be satisfactory, according to the following figures extracted from the speech. The actual revenue in 1877 was $1,723,000 and the actual expenditure $1,602,000. The actual revenue of the current year, judging from receipts up to the 30th September will be about $1,916,000 and the expenditure $1,691,000. The estimated revenue for 1879 is $1,800,000 and the expenditure $1,777,000. On the 1st January, 1879, the credit balance of the Colony is estimated at $774,000. On the other hand and against that balance are to be placed the following doubtful contingencies; $300,000, a consolidated loan expected to be paid by the Municipality; $343,000, debts due by Perak, Selangor, and Sunghie Ujong; some $300,000 due for expenditure on the Perak war, either by the Imperial Government or the Native States or by both combined; and some $9,000 expenditure for the defences of Singapore, which may be recovered from the Imperial Government. The next subject was the expenditure on Public Works. The principal item is the estimate for the Singapore new Prison. It is estimated to cost $358,000, (it is likely to cost $500,000) and a vote for $15,000, to begin with, is put on the Estimates for 1879. A European Hospital is much more wanted, but the pleasant accommodation of native rascaldom is evidently of more account with the humanitarianism of the Colonial Office as evinced here, in Hongkong, and in Ceylon, than any other consideration. It is on record that the Superintendent of Prisons here, an officer of rank and personal experience, considers the present prison perfectly suitable or capable of being made so in every way, but his strongly expressed opinion is ignored. $20,000 appears on the Estimates to complete the Penang Gaol, which "bears evidence of the interest which the Lieut.-Governor takes in the Establishment"; $5,000 is put down for the much desired Bungalow on Bukit Timah; and $18,000 as an instalment to extend and connect the Public Offices of Singapore. The following is the proposed programme of legislation:—Bills to regulate the Savings Bank by transferring the funds to England; to regulate Coaches and Omnibuses; to regulate Pilots and Pilotage; to regulate to Botanical Gardens and the Raffles Library and Museum by putting them under entire Government control. His Excellency announces with regard to the Native States that Kessang or Moar has been annexed by the Maharajah of Johore, with the acquiescence of Her Majesty's Government, subject to a pension of $1,250 a month to the late Sultan Ali's family, which, however, is terminable at any moment. His Excellency also states that the reports as to Rajah Bot of Lukut's having been harshly treated by this Government in the matter of the annexation of his territory to Sunghie Ujong without his knowledge or consent, or his letters having been ignored or unnoticed, are wholly without foundation.

In conclusion, His Excellency congratulates himself and assures the community that everything is quiet and prospering in the Native States. The Hon. J. R. MacArthur has resigned his seat in the Legislative Council, on account of want of leisure, owing to business exigencies, it is reported, to attend conscientiously to the duties of the post. It is due to Mr. MacArthur to say that a more honest, painstaking, straightforward, outspoken member of Council never sat, and that his resignation is viewed with general regret.—*Straits Times.*

THE BORNEO CESSION.

The *Straits Times* publishes the following news from Labuan respecting affairs in the north-east coast of Borneo:—"From the Coast of Borneo the news is that matters were prosperous and quiet at Papar and Tamparasak, especially since the capture of a notorious pirate chief, Si Linte, which was effected by the Resident after a tussle, in which he was, himself, slightly wounded, and two of his men severely. The pirate has been conveyed to Labuan, where he was wanted to answer for an outrage committed on some Chinese, British subjects, in April last. The people are delighted at their delivery from the tyranny of this man and the chiefs are as pleased as the people. At Sandakan all was quite, but some pirates, Illanuns, were disturbing the Coast, both north and south. The Spaniards had not returned to the Coast up to last accounts."

Another correspondent has sent the following version of the affair:—"Mr. Prettyman, Baron von Overbeck's Resident of Tamparasak, N.W. Coast of Borneo, sent a posse of men to arrest a Malay for smuggling or some such misdemeanor, when resistance was offered. Mr. Prettyman was wounded in the arm, one man in the head and side, and one in the back badly. On the enemy's side one was killed and the culprit seized. Mr. Prettyman has left his Residency and brought the prisoner down to Labuan."

RUSSIA AND CHINA IN CENTRAL ASIA.

The various telegrams that have recently been published with reference to the authorized Chinese Embassy to St. Petersburg call attention to the fact that the Kuldja question, which was raised by the Chinese reconquest of the Tungan country and of Eastern Turkestan, may be expected shortly to come on for discussion and solution. Although little understood in this country, this question is not without its importance, and bears a very significant aspect indeed when the future of the relations between Russia and China in Central Asia is the matter in discussion. The overthrow of the Tungani, who had erected in the various cities of Hamil, Barkul, Guchen, Urumtsi, and Manas a confederacy of no mean power, was consummated with the capture of the last of these cities in November, 1876. In the early spring of 1877 the first step towards the recovery of Eastern Turkestan was taken by the defeat of Yakoob Beg outside Turfan and the occupation of that city. Yakoob Beg died at Korla either in May of June; and in September following the Chinese commenced their forward movement against Kucha and the western portion of Kashgaria. Suffice it here to say that the movements of the Chinese Viceroy and General, Tso Tsung Tang, were crowned with complete success, and that the capital, Kashgar, surrounded before Christmas, 1877, and that the remainder of the State had come to terms with the Chinese long before the month of February in the present year. By these brilliant successes a Chinese army flushed with victory, found itself on the Russian frontier, and close to its old possession of Ili, or Kuldja, with only the Tian Shan, pierced here by several passes, intervening. It was generally understood that this campaign in the north-west had only been undertaken for the express purpose of restoring all the lost possessions of China to the Emperor; and consequently, so long as Russia retained possession of Ili, the task remained unaccomplished. In view of this fact, and admitting, as in face of recent events it is impossible to deny, that the Chinese are not to be turned aside by danger or national obstacles from attaining what they desire, it may be interesting to say something of this Kuldja question, of which we shall shortly be hearing so much. Whereas China crushed the Tungani and the Atalik Ghazi alike by the exercise of force, it is by diplomacy in the first place that she aspires to recover Ili, the most prized of all her Central Asian possessions. It would be rash, however, to assert that, peaceful means failing, the Chinese will decline to proceed to force, although it is probable that they would postpone their action until Russia was embarrassed elsewhere. Of one thing we may be quite certain, and that is that the Chinese will never rest content in Central Asia until they regain possession of Ili. We purpose, then, to trace back the history of the relations between Russia and China in this portion of Asia in order that the present difficulty may be correctly appreciated.

Up to the year 1862 Russia and China were close neighbours from the Amoor to the Naryn. They were also friendly neighbours. There are treaties between the two Governments bearing on all points of intercourse from Manchuria to Ili. There are special treaties between the Viceroy of Ili and the Russian Government. The great Treaty of Kuldja, ratified in 1851, threw open the rich marts of Ili and Chuguchak (Tarbagatai) to the enterprise of Russian merchants. The Treaty of Pekin in 1860 more than ratified these provisions and emphasized the good understanding which had previously existed along the whole frontier. The cession of the western portion of Ili to Russia, including, as it did the important place of Vernoe, enabled Russian merchants to reap the fullest benefit of their good understanding with China. When, therefore, the Tungani revolt broke out in the country lying between the Great Wall and the Pamir, and Lake Issik Kul, it was a great blow to Russian commerce to find that the friendly Chinese had been supplanted by fanatical, and consequently hostile, Mahomedans. Yet the Russians held aloof from those intestine disturbances, and slowly proceeded with the absorption of Western Turkestan. They preserved neutrality while the Atalik Ghazi was subduing Altyshahr, the land of the six cities, and while the Tungani were establishing a firm rule between Kashgar and China. But in Kuldja the question was more intricate. There there were two rival elements almost equal in strength and resources, and when the Chinese had been massacred the question arose which of the two factions was to be supreme. These factions were the Tungani and the Tarantchis. The former were of the same race as the Tungani in Kashgar and further east, and the latter were the descendants of old inhabitants of Kashgar, who had been at various times compelled to settle in Ili by order of the Chinese. Between these in 1864-67 a bitter contest ensued, and although the former appear to have had the best of the fighting, a compromise was agreed upon between them. They elected a chief, a Tungani, we believe, named Abul Oghlan, and during some years this irregular sort of government existed in Ili. But it was only a veiled anarchy, and Russian merchants feared to enter the province on account of the outspoken antipathies of Abul Oghlan. All Russia's previous diplomatic arrangements became a dead letter, and all Ignatieff's skill and tact of no avail in face of Tungan truculence. It was impossible for Russian caravans to proceed to Kuldja during the existence of such confusion, and it was equally useless for them to think of reaching Chuguchak, where a sanguinary war had broken out between Khirghiz and Calmucks resulting in the triumph of the latter, who have ever since retained possession of it for China. But, although Russia trade languished, she, so occupied was she in Khokand, Bokhara, and Khiva, still abstained from interference either in Kuldja or Kashgar; but in the year 1870 the question assumed a more significant aspect on account of the astonishing success of Yakoob Beg. When Kucha fell into his possession and the rulers of Turfan and Urumtsi sent an humble embassage to the conqueror, the Russians began to be nervous about the future fate of Kuldja. This doubt increased when the Atalik Ghazi fortified Uch Turfan, in the mountains, and began to push his outposts closer in towards Kuldja. The Russians had held aloof when it was simply a question of commerce, but Yakoob Beg's threatening attitude in 1870-71 acted as a spur to their inclinations, and it was resolved to forestall their dangerous neighbour. In May, 1871, the Russians crossed into Kuldja, and during the first month General Kolpakovsky followed with the main army, some 2,000 strong. The Tungan-Tarantchi Government offered little opposition, and Abul Oghlan surrendered to General Kolpakovsky on the 4th of July. The disappearance of this hybrid rule in Kuldja was unqualified benefit to all concerned. Seventy-five thousand slaves were released by order of the Russians, and commerce once more ventured to return in the rear of victory and good rule. In the proclamation Russia annexed Kuldja "in perpetuity," and formed out of it the Government of Priilinsk; but this "in perpetuity" was explained at Pekin to mean until the Chinese were strong enough to reassert their sway. On several occasions that definition has been repeated, and the Chinese have now naturally requested the Russians to be as good as their word. Russia has replied with a demand for compensation, and has fixed it at a figure which the Chinese declare to be exorbitant and to exceed the total cost of the north-west campaign. It is to arrange this little difficulty that the Chinese have sent a special Embassy to St. Petersburg, and some time will yet elapse before the discussion can come on. There is good reason for believing that Russia is loth to surrender Kuldja, and that she regards the recent Chinese successes in Central Asia with dislike, as tending to lower her own prestige, is not less clear. The retrocession of Kuldja would undermine Russian rule in the eastern part of Central Asia, according to the *St. Petersburg Journal*, and it would no doubt be highly inconvenient to abandon the admirable frontier Russia holds in the Tian Shan, so long as she retains Ili. The Russian Press evidently consider that the peoples of Central Asia would construe such an act as a confession of weakness, and that it would tend to revive all the old prestige that formerly belonged to China. The Russian authorities in Central Asia are loth to surrender Kuldja for the same reasons, as well as for the fact that Kuldja has become in their hands a highly prosperous and productive region. But whether the home Government will care to break its plighted word is another matter, upon which we should not like to pass an opinion. But, unless it does, Russia will scarcely be able to foil the Chinese, who are greatly in earnest over this Central Asian question. And it should be remembered that China has at this very moment a disciplined force of close on 50,000 men in Kashgaria and Tungaria, a force, moreover, flushed with the success of two campaigns, and armed with breech-loading rifles and Krupp's artillery. The Russians would probably be able to overthrow this "ever victorious army" if it came to the last appeal; but it would require an effort, and that is exactly what Russia is unable at the present moment to make in Central Asia. In all probability moderation will sway the counsels on both sides, and some compromise will be suggested by which each will secure its object or its equivalent as well as its honour.—*Times.*

SCIENTIFIC EXPLORATIONS IN GREENLAND.

The Copenhagen correspondent of the *Pall Mall Gazette*, writing on the 27th September, says:—At the beginning of the spring the Danish Government sent a small party of three gentlemen to Greenland, with the object of exploring and trigonometrically measuring the land between the colonies of Godthaal and Fredrikshaal generally, and especially to explore the inland ice-fields, as far as this was possible with the limited means and the short time at the disposal of the explorers. A report, dated Fiskenäs, August 9th, is now published in the official Government organ, according to which the expedition has obtained very valuable results. M. Dalager, who in 1751 had reached the "Nunatak," a mountain which rises out of the ice north of Fredrikshaal, reported that far to the east he observed a series of mountain peaks, which he supposed to be the east coast of Greenland; but although this was generally supposed to be an error, the question had not hitherto been solved. An exploring party, under the command of Lieutenant Jenson, R.D.N., has now succeeded in reaching these mountains, which were situated about fifty miles from the border of the ice fields, after infinite toil and no small amount of sufferings. The expedition, consisting of three Danes and one Greenlander, entered the ice-fields on the 14th of July, dragging provisions and instruments on three small sledges; but on the second day the accumulation of loose snow on the ice became very dangerous, and the explorers repeatedly fell into crevasses. The surface of the ice was generally uneven, interrupted with deep crevasses and in the valleys by rapid streams and small lakes, which made the route very circuitous, while the danger was increased by heavy fogs, and, on the 23rd, by a violent snowstorm. On the 24th the foot of the mountain range was reached, but all the toil and sufferings of the explorers appeared to have been useless, as it appeared impossible to ascend the mountains, the fog having again become intense. This was followed by a violent gale from the south-east, accompanied with heavy falls of snow, which lasted six days, and as provisions and fuel began to run short, and several of the party felt symptoms of snow blindness, notwithstanding the snow spectacles, it was decided to return, when, fortunately, on the 31st of July, the weather moderated, and the sky became clear, and on this day the highest mountain was climbed. The height of this mountain was ascertained to be about 5,000 feet above the level of the sea, and on the other side of the mountain ridge the ice fields were observed without interruption as far as the eye could see, the plateau apparently gradually rising higher and higher. Having taken a number of observations, the exploring party set out on their return journey, reaching the camp, after several hairbreadth escapes, on the 5th of August, having passed twenty-three days and nights on the inland ice-fields. It is now consequently proved that this mountain ridge is not the east coast of Greenland, and the members of the expedition certainly deserve every praise for their courage and endurance.

Ex-Empress Eugenie is living at Vienna under the title of Countess de Pierrefonds, and there is a rumour that she is to marry some favoured individual not indicated.—*American Paper.*

Lord Beaconsfield (to his Butler): "Let the old Port stand. Don't shake it on any account." Butler: "If you please, my lord, do you think it will be any the better for keeping?" (Smelling a bottle.) "It's rather gone already." Lord Beaconsfield: "Put it into a cradle. If it isn't worth drinking, we can use it for cooking purposes. I'll try the new Cyprus to-night." [Exit, to dress for dinner.]—*Punch.*

THE LATE SIR R. GRIFFITH.

A correspondent writes to *The Times*:—"The death of Sir R. Griffith, in Dublin, on Sunday last, just two days after completing his 94th year, closes one of the most interesting careers in the social history of Ireland. The Irish Parliament, under the Constitution of 1782, had only been two years in existence when, on the 20th of September, 1784, he was born near Naas, in the county Meath, his mother being the daughter of Chief Baron de Burgh. When little over 15 years of age he obtained a commission in the Royal Irish Artillery, which he held only for one year, the corps being disbanded by the Act of Union. The youth then turned his attention to civil engineering, learning his profession in Cornwall. On his return to Ireland his friends procured him, at the age of 26, a special mission to inquire, on behalf of the Government, into the situation and extent of the bogs in Ireland, with a view to improving them by drainage. At the same time he was commissioned to survey the famous Bog of Allan. For the time the salary was handsome, and three years were occupied by him in the work to which he was appointed. During his surveys he added greatly to the geological knowledge of Ireland, and in 1812 the Royal Dublin Society, in recognition, appointed him mining engineer and geological professor. On behalf of the society, he drew up several reports on the coal and metallic mines of Ireland, and in the year 1815 he had succeeded in publishing the first instalment of his geological map of his native country adding to it until the year 1822. The Marquis of Wellesley employed him as engineer of public works in the counties of Cork, Kerry, and Limerick, which were in that year afflicted with a disastrous famine. Under his direction the starving population was employed in the construction of 250 miles of road. The Marquis, two years later employed him in making a boundary survey of the whole of Ireland, comprising the counties, baronies, parishes, and town-lands, and for this purpose he traversed the whole of Ireland. The town-lands surveyed under his superintendence numbered no less than 68,000. While engaged in this survey he assisted the then Irish Secretary, Mr. H. Goulbourne, in the preparation of the Irish Valuation Act, which became law in 1827, and was appointed Commissioner of Valuation under the Act. It was in this capacity that he established what is now known as 'Griffith's Valuation,' the generally accepted test of value in land disputes in Ireland. For the purposes of the Act he had prepared average prices of agricultural produce, which were embodied in the Act for the purposes of valuation over the whole of Ireland. His averages were themselves founded on the information, collected as to the prices obtained at the local markets for the five years preceding the framing of the measure. In order to carry out the Act, it was necessary to select a corps of valuators, to train them, and to accompany them until they were competent to proceed with the work unaided. Thus, under his guidance every tenement in the island was valued, and the valution legally registered. The valution occupied, however, over a quarter of a century before it could be considered to have attained completion. 1846 he was appointed deputy-chairman of the Irish Board of Works, and became subsequently chairman, his services being rewarded by a baronetcy in 1858. During his long career he was employed in most of the works of public improvement in Ireland, such as the river Shannon navigation. He was an enthusiastic geologist, and the Royal Dublin Society Museum, contains his extensive collection of fossils illustrating the geological history of Ireland. Sir R. Griffith was a member of several learned societies."

COMMERCIAL INTELLIGENCE.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand..........3/7¼
Bank Bills, at 30 days' sight...3/7¼
Bank Bills, at 6 months' sight.3/8¼ to 3/0¼
Credits, at 6 months' sight.....3/9
Documentary Bills, at 6 months' sight..........3/9½
ON BOMBAY.—Bank, sight..........222
ON CALCUTTA.—Bank, sight..........222
ON SHANGHAI.—
Bank, sight..........72
Private, 30 days' sight..........72½

SHARES.

Hongkong and Shanghai Bank Shares—72 per cent. premium.
Union Insurance Society of Canton—$1,700 per share.
China Traders' Insurance Company's Shares—$1,550 per share.
North China Insurance—Tls. 1,275 per share.
Yangtsze Insurance Association—Tls. 720 per share.
On Tai Insurance Company, Limited—Tls. 110 to 120.
Chinese Insurance Company—$340 per share.
Hongkong Fire Insurance Company's Shares—$910 per share.
China Fire Insurance Company's Shares—$225 per share.
Hongkong and Whampoa Dock Company's Shares—17 per cent. premium.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$14 prem.
Shanghai Steam Navigation Company—Tls. 17 per share.
China Coast Steam Navigation Company.—Tls. 104 per share.
Hongkong Gas Company's Shares—$95 per share.
Hongkong Hotel Company's Shares—$65 per share.
China Sugar Refining Company, Limited—$160 per share.
Chinese Imperial Loan—£109.
Chinese Imperial Loan of 1877—£108.

SALES ON NOVEMBER 16TH AS REPORTED BY CHINESE.

White Wax—6 pieces, at $68.00, by Kwong Fook Wo to travelling trader.
Stockfish—70 bundles, at $6.50, by Kwong Fook Wo to travelling trader.
Dried Lily Flowers—20 bags, at $9.80, by Kwong Fook Wo to travelling trader.
Aniseed-star—20 bags, at $16.00, by Kwai Mow to travelling trader.
White Sessamuns—20 bags, at $4.80, by Shing Chong to travelling trader.
Sugar Candy—30 bags, at Tls. 1.8.7.0.0, by Min Fat to local trader.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)
November 16th.

Barometer—9 A.M.	30.180
Barometer—1 P.M.	30.110
Thermometer—9 A.M.	65
Thermometer—1 P.M.	70
Thermometer—9 A.M. (Wet bulb)	56
Thermometer—1 P.M. (Wet bulb)	58
Thermometer—Maximum	70
Thermometer—Minimum (over night)	61

CHINA COAST METEOROLOGICAL REGISTER.

November 16th.

BAROMETER, THERMOMETER, &c.	HONGKONG Previous day at 4 P.M.	HONGKONG On date at 10 A.M.	AMOY Previous day at 4 P.M.	AMOY On date at 10 A.M.	SHANGHAI Previous day at 4 P.M.	SHANGHAI On date at 10 A.M.	NAGASAKI Previous day at 4 P.M.	NAGASAKI On date at 10 A.M.
Barometer	30.13	30.22	30.20	30.16	30.20	30.21	30.16	30.23
Thermometer attached	71.0	65.0	71.0	60.0	54.0	45.0	57.5	55.4
Direction of Wind	N	N	NE	NE	NNW	NNW	NNW	N
Force	4	3	4	4	3	1	5	3
Dry Thermometer	69.0	64.0	71.0	60.0	46.0	45.0	56.8	47.5
Wet Thermometer	61.0	54.0	67.0	55.0	41.0	37.0	49.5	46.3
Weather	b.c.	b.	o.c.	b.	b.c.	b.c.	c.b.	c.b.
Hour's Rain	—	—	—	—	—	—	—	—
Quantity fallen	—	—	—	—	—	—	—	—

BAROMETER, level of the sea in inches, tens, and hundreds.
THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.
DIRECTION OF WIND is registered every two points, N., N.N.E., N.E., &c.
FORCE OF WIND.—0 calm. 1 to 3 light breeze. 3 to 5 moderate. 5 to 7 fresh. 7 to 8 strong. 8 to 10 heavy. 10 to 12 violent.
STATE OF WEATHER.—B. Clear blue sky. C. Cloudy. D. Drizzly. F. Fog. G. Foggy. H. Hail. L. Lightning. M. Misty. O. Overcast. P. Passing showers. Q. Squally. R. Rainy. S. Snow. T. Thunder. U. Bad, threatening. V. Visibility. W. Storm. Z. Calm. The letters are repeated to indicate any increase over the mean average of their signification.
RAIN.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24, and the quantity of water fallen indicated in inches, tens and hundreds.

INSURANCES.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20% allowed.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, 26th July, 1872. [28

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up)	Tls. 420,000
PERMANENT RESERVE	Tls. 230,000
SPECIAL RESERVE FUND	Tls. 104,000
TOTAL CAPITAL and Accumulations this date	Tls. 754,000

DIRECTORS.
F. B. FORBES, Esq., Chairman.
M. P. EVANS, Esq. | C. LUCAS, Esq.
C. KREBS, Esq. | WM. MEYERINK, Esq.

SECRETARIES.
Messrs. RUSSELL & Co., Shanghai.

LONDON BANKERS.
Messrs. BARING BROTHERS & Co.

AGENCIES IN
HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.

POLICIES granted on MARINE RISKS to all parts of the World, at CURRENT RATES.
Subject to a charge of 12% for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co., Agents.
Hongkong, 10th May, 1878. [45

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Company.

DOUGLAS LAPRAIK & Co., Agents.
Hongkong, 27th June, 1872. [26

STANDARD FIRE OFFICE, LONDON.

The Undersigned having been appointed AGENTS to the above Company at this Port, are prepared to GRANT POLICIES against FIRE to the extent of $40,000 on Buildings or on Goods stored therein.
Discount 20%.

VOGEL, HAGEDORN & Co.
Hongkong, 1st March, 1878. [401

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20% on the premia.

NORTON & Co., Agents.
Hongkong, January, 1876. [2

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

The Undersigned, AGENTS for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

SIEMSSEN & Co., Agents.
Hongkong, 2nd September, 1878. [1479

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one

FIRST-CLASS RISK,

at Current Rates.
A RETURN OF TWENTY PER CENT. (20%) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co., Agents, Imperial Fire Insurance Company.
Hongkong, 1st March, 1874. [27

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rate of Premia will be allowed upon Insurances effected with this Company.

DOUGLAS LAPRAIK & Co., Agents.
Hongkong, 27th June, 1872. [24

SUN FIRE OFFICE.

THE Undersigned are prepared to Grant Policies against Fire to the extent of $50,000 on First-class Risks.
A Discount of Twenty per cent. (20%) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

LINSTEAD & Co., Agents Sun Fire Office.
Hongkong, 1st June, 1878. [32

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.

DOUGLAS LAPRAIK & Co.
Hongkong, 9th November, 1868. [22

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed Agents for the above Company, are prepared to accept Risks against Fire at Current Rates, subject to a Bonus of 20 per cent.

SIEMSSEN & Co., Agents.
Hongkong, 16th November, 1872. [30

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.
Policies at Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.
A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.
Policies granted on First-class Buildings to an extent of $20,000.
A DISCOUNT of TWENTY PER CENT. (20%) upon the Current Local Rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of Policy.

RUSSELL & Co., Agents.
Hongkong, 1st January, 1874. [1

THE ON TAI INSURANCE COMPANY (LIMITED).

CAPITAL TAELS 600,000; EQUAL TO $833,333.33.

DIRECTORS.
LEE SING, of the Lai Hing Firm.
WONG YIK PUN, of the Chun Cheong Wing Hong.
LOO YEE, of the Yee On Firm.
FONG SOEY FUNG, of the Tung Sang Wo Hong.
WONG PAK CHEONG, of the San Tye Lee Hong.
KWOK ACHEONG, of the Fat Hing Firm.
LO YEOK MOON, of the Kwong Man Cheong Firm.

MANAGER—HO AMEI.

MARINE RISKS on Goods, &c., taken at CURRENT RATES to Australia, California, Manila, Singapore, Saigon, Penang, and all the Treaty Ports of China and Japan.
Head Office, 8 and 9, Praya West.
Hongkong, 14th October, 1878. [1430

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via SUEZ CANAL	Antenor (str.)	H. Jones	....	Butterfield & Swire	On or about 19th inst.
LONDON, via SUEZ CANAL	Orestes (str.)	....		Butterfield & Swire	On or about 24th inst.
LONDON	Commissary	A. Morison	Hongkong	Meyer & Co.	Quick despatch.
LONDON	Sir Charles Napier	French	Hongkong	Vogel, Hagedorn & Co	Quick despatch.
NEW YORK	Mary Fraser	Dexter	Hongkong	Vogel, Hagedorn & Co	Quick despatch.
NEW YORK	Lizzie Perry	Pitman	Hongkong	Russell & Co	Quick despatch.
HAMBURG	Dirigo	Staples	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
SAN FRANCISCO, via Y'HAMA	Belgic (str.)	....	....	O. & O. S. Co.	On 3rd prox., at 3 P.M.
SAN FRANCISCO	Glamis	Rollo	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	Niagara	Paulsen	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
HONOLULU	Chocola	Kennett	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
CALLAO	Lord Macaulay	Monkman	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
CALLAO	George Skolfield	Hall	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
SINGAPORE, BOMBAY, &c.	Gwalior	J. C. Babot	Hongkong	P. & O. S. N. Co.	On 21st inst., at noon.
SAIGON, SINGAPORE, &c.	Amazone (str.)	Didier	....	Messageries Maritimes	On 28th inst., at noon.
SINGAPORE, BRISBANE, &c.	Menmuir (str.)	Darke	....	Gibb, Livingston & Co	On or about 30th inst.
PORT DARWIN, &c.	Mecca (str.)	Morney	....	Geo. R. Stevens & Co	Quick despatch.
BANGKOK	Dale (str.)	J. Thompson	Hongkong	Yuen Fat Hong	To-day, at 4 P.M.
MANILA	Diamante (str.)	Thebaud	Hongkong	Russell & Co	To-day, at 5 P.M.
YOKOHAMA	Malacca (str.)	....	Hongkong	P. & O. S. N. Co.	Quick despatch.
SHANGHAI	Menelaus (str.)	R. F. Scale	Hongkong	Butterfield & Swire	On or about 19th inst.
SHANGHAI	Geelong (str.)	....		P. & O. S. N. Co.	Quick despatch.
SWATOW, AMOY, & F'CHOW	Kwangtung (str.)	Pritchard	Hongkong	Douglas Lapraik & Co.	On 20th inst., daylight.

INSURANCES.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.
Hongkong, 15th October, 1868. [25

THE DUSSELDORF UNIVERSAL MARINE INSURANCE COMPANY LIMITED.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

SIEMSSEN & Co., Agents.
Hongkong, 14th August, 1878. [1388

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

The Undersigned are prepared to accept RISKS at GREATLY REDUCED RATES and upon Terms very favourable to the Assured.

OLYPHANT & Co., Agents.
Hongkong, 18th October, 1878. [1733

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co., Agents, Royal Insurance Company.
Hongkong, 27th March, 1876. [21

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.
Hongkong, 27th March, 1876. [20

CHINESE INSURANCE COMPANY (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World, in accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., General Agents.
Hongkong, 17th April, 1873. [33

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

ESTABLISHED 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20%).

GILMAN & Co., Agents.
Hongkong, 7th July, 1874. [29

AH YON, SHIPS' COMPRADORE AND STEVEDORE,

No. 57, PRAYA WEST.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS, and OILMAN'S STORES,

Of the Best Quality and at the Shortest Notice.
Hongkong, June 1st, 1878. [1126

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY,

WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An Anglo-Chinese Dictionary, published at the *Daily Press* Office, Hongkong.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have to late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with these vast margins and vacant spaces which have heretofore characterized Chinese publications.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

To illustrate the vast scope of the work, the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

It comprises upwards of two thousand large quarto pages.

LONDON:
TRUBNER & Co., 60, PATERNOSTER ROW.
HONGKONG:
"DAILY PRESS" OFFICE, WYNDHAM ST.

SHIPPING ADVERTISEMENTS.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ALBYN'S ISLE, British bark, Burgess.—Rozario & Co.
ALVA, Portuguese ship, E. de Souza.—Brandão & Co.
AMERICA, British steamer, Graham.—Birley & Co.
AMY TURNER, American ship, Newell.—Olyphant & Co.
ANGOSTURA, German bark, Böysen.—Carlowitz & Co.
ARGYLL, British steamer, Scott.—Jardine, Matheson & Co.
BENEFACTOR, American bark, Hayden.—Russell & Co.
BREMA, German bark, Timpe.—Wieler & Co.
CARNARVONSHIRE, British bark, Fishwick.—Captain.
CARISBROOKE, British steamer, Wharton.—Man Hing & Co.
CATHARINA, German bark, Schultz.—Eduard Schellhass & Co.
CHING-TOO, British 3-m. schooner, Baikie.—Borneo Co.
CHOCOLA, Brit. bark, Kennett.—Rozario & Co.
CHRISTIAN German schooner, Kossow.—Wieler & Co.
CONDOR, German bark, Steffens.—Siemssen & Co.
CUBA, British bark, Stabell.—Captain.
DALE, British steamer, Thompson.—Yuen Fat Hong.
DARTMOUTH, British bark, Robertson.—Turner & Co.
DIRIGO, American bark, Staples.—Vogel, Hagedorn & Co.
DRUMCLOG, British bark, Wayman.—Melchers & Co.
ELIZABETH CHILDS, British bark, Lindbergh—Wieler & Co.
ELIZABETH NICHOLSON, British ship, Grierson.—Borneo Co.
EMILY CHAPLIN, British bark, Harris.—Messageries Maritimes.
FONTENAYE, British ship, Taylor.—Arnhold, Karberg & Co.
GEORGE SKOLFIELD, American ship, Hall.—Arnhold, Karberg & Co.
GESINE BRONS, German bark, Trumback.—Captain.
GLAMIS, British bark, Rollo.—Russell & Co.
HANSA, German bark, Deneken.—Wieler & Co.
HERMANN, Ger. bark, Schmidt.—Wieler & Co.
HIGHLANDER, American ship, Hutchinson.—Vogel, Hagedorn & Co.
HOTSPUR, British bark, Shaw.—Rozario & Co.
JESSIE JAMIESON, British bark, West.—Arnhold, Karberg & Co.
JOHANN FRIEDRICH, German brig, Kroncke.—Wieler & Co.
JOHANN SMIDT, German bark, Basche.—Melchers & Co.
KARO, British steamer, Colling.—Meyer & Co.
KILLARNEY, British steamer, O'Neil.—Gibb, Livingston & Co.
LEUCADIA, British ship, Mearns.—Siemssen & Co.
LORNE, British steamer, McCulloch.—Melchers & Co.
LOUISA, German schooner, Schierloh.—Eduard Schellhass & Co.
LUCEE, Siamese bark, Klindt.—Tack Mee & Co.
LUCKY, Siamese bark, Soderstrom.—Tack Mee.
LULU, British 3-m. schooner, Moher.—Master.
MALVINA, German bark, Kluge.—Wieler & Co.
MARINA, Brit. bark, Jean.—Wm. Pustau & Co.
MARY FRASER, British ship, Dexter.—Vogel, Hagedorn & Co.
MELBREK, British ship, Pierce.—Meyer & Co.
MELROSE, American ship, Plummer.—Captain.
MIN-Y-DON, British ship, Leslie.—Captain.
MONETA, British bark, Bisset.—Gibb, Livingston & Co.
NAPIER, British bark, Bryde.—Messageries Maritimes.
NARDOO, British bark, Paul.—Chong Woo.
NIAGARA, German bark, Paulsen.—Wieler & Co.
NICOLAUS, German schooner, Stolken.—Arnhold, Karberg & Co.
NORTHERN STAR, British bark, Wortley.—Wieler & Co.
PERNAMBUCO, British steamer, Cain.—Melchers & Co.
PHILIP FITZPATRICK, American bark, Phelan.—Douglas Lapraik & Co.
RIFLEMAN, British bark, Bishop.—Rozario & Co.
SAGA, Swedish bark, Silfversparre.—Wieler & Co.
SIAMESE CROWN, Siamese ship, Sass.—Tack Mee.
SIR CHARLES NAPIER, British ship, French.—Vogel, Hagedorn & Co.
SUMATRA, Am. ship, Clough.—Russell & Co.
TALEE, German bark, Hoffmann.—Siemssen & Co.
TARTAR, German bark, Knemena.—Melchers & Co.
TEK-LI, German bark, Petersen.—Wm. Pustau & Co.
THALES, British steamer, Pocock.—Douglas Lapraik & Co.
THE GOOLWA British bark, Torkilson.—Jardine, Matheson & Co.
TRIO, Dutch bark, Bakker.—Siemssen & Co.
THREE BROTHERS, British bark, Kahlcke.—Chinese.
VARUNA, German bark, Sachau.—Wieler & Co.
VERONA, British bark, Bartlett.—Arnhold, Karberg & Co.
VESTA, German bark, Dirks.—Melchers & Co.
WASHI, British steamer, Hunter.—Landstein & Co.
YANGTSZE, British steamer, Schultze.—Siemssen & Co.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [16

NOTICE.

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VESSELS ON THE BERTH.

FOR BANGKOK.

THE Steamship

"DALE,"

James Thompson, Commander, will be despatched for the above Port TO-DAY, the 18th instant, at 4 P.M.
For Freight or Passage, apply to

YUEN FAT HONG, Agents.
Hongkong, 14th November, 1878. [1884

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI,

Taking Cargo and Passengers at through rates for HANKOW and PORTS on the YANGTSZE.

THE Company's Steamship

"MENELAUS,"

Captain R. F. Scale, will be despatched on or about the 19th instant.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.
Hongkong, 12th November, 1878. [1829

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"

Captain H. Jones, will be despatched on or about the 19th instant.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.
Hongkong, 12th November, 1878. [1737

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES,"

Captain Webster, will be despatched on or about the 24th instant.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.
Hongkong, 12th November, 1878. [1759

AUSTRALASIAN STEAM NAVIGATION COMPANY.

FOR PORT DARWIN, COOKTOWN, SYDNEY, AND MELBOURNE,

Taking Cargo and Passengers for all AUSTRALASIAN and NEW ZEALAND PORTS, TASMANIA, NEW CALEDONIA, and FIJI.

THE Chartered Steamship

"MECCA,"

Captain Morney, due here about the 18th inst., will be despatched as above EARLY IN DECEMBER.
For Freight or Passage, apply to

GEO. R. STEVENS & Co., Agents.
Hongkong, 11th November, 1878. [1867

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"MALACCA"

will leave for the above place shortly after the arrival of the Steamship "GEELONG" with the next English Mail.

ADAM LIND, Superintendent.
Hongkong, 11th November, 1878.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"GEELONG"

will leave for the above place about 24 hours after her arrival with the next English Mail.

ADAM LIND, Superintendent.
Hongkong, 11th November, 1878.

FOR HONOLULU.

THE British Bark

"CHOCOLA,"

Kennett, Master, will load for the above Port, and will have quick despatch.
For Freight, apply to

VOGEL, HAGEDORN & Co.
Hongkong, 9th November, 1878. [1859

FOR SAN FRANCISCO.

THE A 1 German Bark

"NIAGARA,"

Paulsen, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to

VOGEL, HAGEDORN & Co.
Hongkong, 2nd November, 1878. [1811

FOR CALLAO.

THE British Bark

"LORD MACAULAY,"

Monkman, Master, having a large portion of her Cargo engaged, will have quick despatch as above.
For Freight or Passage, apply to

VOGEL, HAGEDORN & Co.
Hongkong, 26th October, 1878. [1777

FOR LONDON.

THE British Ship

"SIR CHARLES NAPIER,"

Geo. French, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to

VOGEL, HAGEDORN & Co.
Hongkong, 17th September, 1878. [1560

FOR NEW YORK.

THE A1 British Ship

"MARY FRASER,"

Dexter, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to

VOGEL, HAGEDORN & Co.
Hongkong, 16th September, 1878. [1558

FOR HAMBURG.

THE 3/3 L II American Bark

"DIRIGO,"

Staples, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to

VOGEL, HAGEDORN & Co.
Hongkong, 29th July, 1878. [1273

FOR NEW YORK.

THE A1 British Bark

"LIZZIE PERRY,"

Captain Pitman, will load here for the above Port, and will have quick despatch.
For Freight, apply to

RUSSELL & Co.
Hongkong, 18th September, 1878. [1571

FOR SAN FRANCISCO.

THE A1 British Bark

"GLAMIS,"

Captain Rollo, will load here for the above Port, and will have quick despatch.
For Freight, apply to

RUSSELL & Co.
Hongkong, 28th October, 1878. [1ml776

VESSELS ON THE BERTH.

FOR SINGAPORE, BRISBANE, SYDNEY, AND MELBOURNE,

(Calling off the usual COAST PORTS, and taking through Cargo and Passengers for NEW ZEALAND).

THE Eastern and Australian Mail Steam Company's Steamer

"MENMUIR,"

Captain Darke, R.N.R. (expected about the 18th instant), will be despatched as above on or about the 30th instant.
For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.
Hongkong, 11th November, 1878. [1866

FOR CALLAO.

THE 3/3 A11 American Ship

"GEORGE SKOLFIELD,"

Hall, Master, will load here and will have quick despatch as above.
For Freight or Passage, apply to

ARNHOLD, KARBERG & Co.
Hongkong, 28th October, 1878. [1790

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;
ALSO
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "GWALIOR," Captain J. C. BABOT, will leave this on THURSDAY, the 21st November, at Noon.
For further Particulars, apply to

ADAM LIND, Superintendent.
Hongkong, 14th November, 1878.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, COLOMBO, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO
BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON THURSDAY, the 28th November, 1878, at Noon, the Company's Steamship "AMAZONE," Commandant DIDIER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 27th November, 1878. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

L. HENNEQUIN, Acting Agent.
Hongkong, 15th November, 1878.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,

IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES
AND ATLANTIC STEAMERS.

THE Steamship "BELGIC" will be despatched for San Francisco, *via* Yokohama, on TUESDAY, the 3rd December, at 3 P.M., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. on the 2nd December. PARCEL PACKAGES will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PASSAGE TICKETS.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.
Hongkong, 18th November, 1878.

VICTORIA DISPENSARY.

ESTABLISHED 1865.

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in strict accordance with the Formula of the British Pharmacopœia.

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PASSENGER SHIPS SUPPLIED.

N.B.—All business communications should be addressed VICTORIA DISPENSARY. [85

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DENTAL NOTICE.

DR. ROGERS begs to announce that he intends VISITING AMOY and FOOCHOW, leaving Hongkong on September 15th, and returning on November 1st.
Hongkong, 22nd August, 1878. [19

NOTICE.

MOORE & Co.,

VARIETY STORE,
NEWS AGENTS AND TOBACCONISTS.
No. 42, QUEEN'S ROAD CENTRAL.

T. ALGAR AND COMPANY,

HOUSE AND ESTATE AGENTS,
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79] 9, HOLLYWOOD ROAD.

NOTICE.

PRINTING OF EVERY DESCRIPTION AT THE "DAILY PRESS" OFFICE.

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and at
SUCH PRICES
as will bear
FAVOURABLE COMPARISON
with
ANY IN THE EAST.

"DAILY PRESS" OFFICE,
HONGKONG.

POST-OFFICE NOTIFICATIONS.

A MAIL WILL CLOSE

For Bangkok.—Per *Dale*, to-day, the 18th instant, at 3.30 P.M.
For Haiphong.—To-day, the 18th instant, at 4 P.M.
For Manila.—Per *Diamante*, to-day, the 18th instant, at 4.30 P.M.
For Swatow, Amoy, and Foochow.—Per *Kwangtung*, to-morrow, the 19th inst., at 5 P.M.

MAILS BY THE ENGLISH PACKET.

The British Contract Packet "GWALIOR." will be despatched with Mails for the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, Gibraltar, Europe, and countries served through London on THURSDAY, the 21st November.

N.B.—This Packet carries no mails for the Australian Colonies, E. or S. Africa, nor for the Mauritius.

The following will be the hours of closing the Mails, &c.:—

WEDNESDAY, 20th November,
5 P.M., Money Order Office closes.
6 P.M., Post Office closes except the NIGHT BOX, which remains open all night.
THURSDAY, 21st November,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Post Office closes except for Late Letters. Registry ceases.
10.15 A.M., Letters may be posted with Late Fee of 18 cents extra Postage, till
11 A.M., when the Post Office closes entirely.
11.30 A.M., Letters (but Letters only) addressed to the United Kingdom *via Brindisi*, or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till
11.50 A.M., when the Mail is finally closed.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "AMAZONE" will be despatched from Hongkong on THURSDAY, the 28th November, with Mails to and through the United Kingdom and Europe, *via* Marseilles; to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding Correspondence to East Africa, St. Helena, and Ascension.

Letters may also be forwarded to India by this Packet.

The following will be the hours of CLOSING the Mails, &c.:—

WEDNESDAY, 27th November,
5 P.M., Money Order Office closes. Post Office closes except the NIGHT BOX, which remains open all night.
THURSDAY, 28th November,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Registry of Letters ceases.
11 A.M., Post Office closes except for Late Letters.
11.10 A.M., Letters (but Letters only) may be posted on payment of a Late Fee of 18 cents extra postage, until
11.30 A.M., when the Post Office CLOSES entirely.

MAILS BY THE UNITED STATES' PACKET.

The United States' Mail Packet "BELGIC" will be despatched on TUESDAY, the 3rd December, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 P.M. Registry of Letters ceases.
2.30 P.M. Post Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage, until the time of departure.

Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Monte Video, Paraguay, and Uruguay can no longer be sent by this route.

POSTAL NOTIFICATION.

General Post Office, Hongkong, 9th July, 1878.

SIR,—An impression seems to have got abroad amongst the Mercantile Community here that correspondence from China for London when forwarded by French Packet will reach its destination more quickly if it is sent via Marseilles.

I have pointed out to the senders (who have been induced to redirect their letters for the Marseilles route) that this idea is most probably mistaken. As, however, the French Post Office Agent whom I consulted could not speak positively on the point, I have the honour to request information as to whether I am correct in supposing that no time would be gained by sending correspondence or closed mails for London to Naples instead of to Marseilles.—I have, &c.,

A. LISTER,
Postmaster General of Hongkong.
J. Tilley, Esq., C.B., London.

General Post Office, London, 4th September.

SIR,—In reply to your letter of the 9th July last, No. 478, I beg leave to inform you that advantage would certainly be gained by sending *viâ* Naples, instead of *viâ* Marseilles, the mails for England which you office make up for conveyance by French Packet.

In the ordinary course, those mails, if landed at Naples, should reach London twelve hours sooner than if carried on by the Packet to Marseilles. Such being the case, I have to suggest that the mails in question should be addressed in future *viâ* Naples.—I am &c.

EDW. H. REA.
The Postmaster General, &c., Hongkong.

POST OFFICE NOTICE.
Mails for the United Kingdom, &c., by French Packet.

Under instructions from the London Post Office, the mails for the United Kingdom which have hitherto been forwarded viâ Marseilles, will henceforth be forwarded viâ Naples, as it is understood that a gain of twelve hours results from the adoption of this route.

As it would be extremely inconvenient to divide the mail and no practical advantage would result from doing so, all correspondence intended for the United Kingdom by French Packet will be sent viâ Naples, even though marked viâ Marseilles.

An impression appears to prevail that correspondence for the Mediterranean stations, Gibraltar, Malta, Cyprus, the Levant, Turkey, &c., can be forwarded only by British Packet. It can be forwarded also by French Packet, and if so forwarded generally arrives a week earlier than if it had been detained for the British Mail.

ALFRED LISTER, Postmaster General.
General Post Office, Hongkong, Oct. 22, 1878.

POSTAL NOTIFICATION.

Information having been received by His Excellency Governor Pope Hennessy, C.M.G., of the entry of Canada on the 1st instant into the General Postal Union, it is notified that from that date the postage to be charged on correspondence for Canada will be according to the rates in force for Union Countries generally, viz.:—Letter, per ½ oz., 12 Cents; or viâ Brindisi only, 16 Cents. Registration, 8 Cents; or viâ Brindisi, 8 Cents. Newspapers and Prices Current, 2 Cents; or viâ Brindisi, 4 Cents. Books and Patterns, per 2 oz., 4 Cents; or viâ Brindisi, 6 Cents. All correspondence for Canada is sent viâ San Francisco unless specially otherwise directed.

By Command,
J. M. PRICE, Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 3rd July, 1878.

The attention of owners, agents, and charterers of steamers is drawn to the provisions of The Post Office Ordinance, 1876, which comes into force on the 23rd instant.

Under the old Ordinance no notice was required of the departure of a vessel if not advertised, nor of departures for Canton or Macao. Notice is now required of any departure, though with regard to sailing ships, the old rule will practically remain in force, that notice need not be sent unless asked for.

Section XXV. requires that the first notice be sent to the Post Office.

In the case of steamers plying regularly or on fixed days, notice of any change in the day or hour will be sufficient.

Stamped correspondence may still be sent on board any vessel after the Mail is closed at the Post Office.

The Postmaster-General takes this opportunity of calling the attention of firms to the fact that any such words as Despatches will close at 11 A.M. added to the advertisement of a vessel are illegal. Consignees' letters are exempted by law from passing through the Post Office, but no person is allowed to make collection of such letters for transmission under a penalty of £100 per week during which the practice continued.

EXTRACTS.

WORK.

Strong gales keep the clouds from raining,
Work lulls the sad heart's complaining:
Through the fret and the toil runs the weary echo;
Yet Duty grows dear for her own grave sake,
And muscles are stronger for straining.

Each life has some prize for gaining,
Each wound has a balm for its paining;
So we seek for it long in faith and in prayer,
For the finger of God is everywhere,
While the days are dawning and waning.

Through the mildew its leaves are staining,
The rose has some scent remaining:
Through the darkest hour still trust in the light;
What the hand has to do, let it do with its might;
Strong gales keep the clouds from raining.

—*On the Seaboard*. By SUSAN K. PHILLIPS.

BAGNERES DE LUCHON, BAGNERES DE BIGORRE.

—BY A TOURIST.—

No glimpse at the Pyrenees which did not embrace one or two of the great thermal stations could convey the slightest idea of the nature of the district, or that of the life led by the visitors. Practically every town and important village is more or less of a watering-place. The great stations of Eaux-Bonnes and Eaux-Chaudes, Bagnères de Bigorre, Bagnères de Luchon, Canterets, Capuert, and so forth, have a monopoly of English visitors. Every great peak of the Pyrenees, however, gives birth to a spring of more or less nauseous water, and individuals are always found to believe in its efficacy, and give the inhabitants of adjoining villages an inducement to mendacity and an opportunity for plunder. By far the gayest of the great bathing stations is Bagnères de Luchon, and not far behind it in public estimation comes Bagnères de Bigorre. If my own taste, running in a groove contrary to that in which English opinion usually travels, prefers Bigorre to its gayer rival, it is partly for reasons which, in the case of a traveller with pleasanter experiences, would not exist. Unlike Pau, which is a winter station, Luchon is wholly a summer haunt. I reached it in the midst of an unusually prosperous season, was badly fed, worse lodged, and charged a wholly extortionate price. My bed was outside the hotel, at which I was supposed to stay, and my host, in spite of a fair share of the qualities which justified the elder Dumas in declaring that the highwaymen on the grand routes were admirably replaced by the hotel-keeper, blushed and made a sort of apology for the amount he had the conscience to extort. Add to this that I was visited during my stay, and for a week subsequently, by an illness of local origin, on which the residents bestow the name of *la Luchonnais*, and it will be seen I had no special reason to be enamoured of the most popular of Pyrenean watering-places. In spite of the drawbacks I experienced, in spite of the prevalence of *goitre* among the inhabitants, and in spite of a persistency and insolence on the part of the beggars which can only, perhaps, be accounted for by proximity to Spain, Luchon is an attractive spot. Of all the glades of the Pyrenees, the valley in which it is situated has the most Alpine appearance, and the peaks which throng round it are the most imposing and the most savage of the entire district. On a level plateau, triangular in shape, which rests, so to speak, its sides upon the mountains, almost as though it had been superimposed upon them or let down in their midst are congregated the gay and, in some cases, handsome houses of Luchon. The principal edifices are naturally hotels of which the Cours d'Etigny alone supplies a score and shops, the latter full of, judging from appearances, visitors must buy for amusement whenever the day is rainy. On what other supposition can we account for the fact that people purchase in the Pyrenees and drag about with them things which can be got for half the price at the dearest establishments of the Parisian boulewards? Triple rows of lime trees line the principal streets, and behind the town verdurous paths conduct up the sides of the hills and into public gardens. In sauntering through the alleys, in listening to music, in staring in shop windows, and in regarding the costumes of the passers by, are found the not too fiercely exhilarating delights of those who do not daily poison themselves with the waters which, so far as I can judge, are as uncomfortable in effect as they are nasty in taste, parboil themselves in the baths, or go in for mountain ascents.

The last-named luxury is that for the enjoyment of which visitors are supposed to flock to Luchon. Within easy reach are excursions of every kind. Timid and unadventurous explorers can wander on foot as far as the Cascade de Juzet, for the sight of which the proprietor, who has taken a lesson from Switzerland, will make them pay half a franc, or to that of Montauban, for which a like tariff is demanded. A pleasant carriage drive of half an hour will take them to the tower of Castelviel, an ancient border fortress, which has fallen into decay, and has undergone some disastrous attempts at conversion into a *café*. More ambitious excursions can be made to the Grotte de Gargas, to the Cascades des Demoiselles, du Parisien, and d'Enfer, and to the Gouffe Infernal, while the mountaineer can climb the peaks of Monségu, Quairat, or a score similar crests, or cross the snow plain and glaciers of the ice-lake of Oo.

Luchon has no antiquarian remains, a conflagration having destroyed, a century and a half ago, the entire town. Its most important buildings have, indeed, but recently been completed. The population, which is under four thousand, is less than half that of the visitors which each summer flock to it in increasing numbers. In this respect it comes far behind Bigorre, which has not less than ten thousand inhabitants. In point of popularity Luchon has, however, matters its own way. For this state of affairs I cannot account. The valley of Campan, of which Bigorre is guardian, is scarcely less fine than that of Luchon. The town of Bigorre is far more picturesque, and is altogether richer in historical associations. Its alleys are shady and attractive, and the powerful tide of pure water which hurries through its principal streets forms an agreeable substitute for the filthy and turbid stream which not seldom in a small French town does duty for more complete systems of drainage. The history of Bigorre must always have a certain interest of Englishmen, as the town was conquerred for England by the Black Prince. The night of my arrival Bagnères de Bigorre was *en fête*, and a very brilliant and animated appearance it presented, with the long strings of Chinese lanterns slung from tree to tree across its alleys, and the not very brilliant gas illuminations lighting up its principal thoroughfares. How good an effect can be produced by these decorations I have lately seen in the illuminations at Boulogne. An exception occasion, however, in the gay northern watering-place justified an altogether exceptional outlay. At Bigorre, on the contrary there was no special occasion, indeed, so far as I could learn no occasion at all. A simple desire to *égayer* the visitors was advanced as the justification of the outlay. Behind this lurked, I cannot but believe, a desire on the part of the inhabitants to *égayer* themselves. English visitors, who constitute the majority of the floating population of the town, are not specially fond of Chinese lanterns. Frenchmen, on the contrary, whatever their age or station, find, like the children they are an unending pleasure in such forms of enjoyment. A few flags and Chinese lanterns, and a few francs' worth of gunpowder made up into detonating balls, Roman candles, and Bengal lights, will afford a French crowd endless exhilaration. I write things without the least idea of a sneer. I wish Englishmen could be easily amused, or were as simple in their tastes, and I wish that Frenchmen under political influences never went in for pastimes less simple. Of all the balmy places of the Pyrenees Bigorre alone has the shape and the dimensions of a town. It can of course no longer, as once it did, set itself up as a rival to Pau. Still it is a place of some little importance, and it is, in consequence of its size, sufficiently free from the temptations of a too great influx of strangers to do its scarifying of visitors gently. The inhabitants have learned the art recommended by Izaak Walton of impaling the worm as though they loved it. Is that notion Walton's? I am not sure. In the picturesque grouping of mountains it exhibits, and in the opportunity for excursions it affords, Bigorre is only just behind Luchon. My individual opinion is that it is not behind at all.—*Globe*.

MERCHANT STEAMERS AS NAVAL RESERVES.

Mr. W. H. Smith has happily not had the rude test of war applied to his abilities as First Lord. But, so far, nothing has occurred to discredit his choice as Mr. Ward Hunt's successor. Above all, a most favourable impression was created by his statement, in moving the Naval Estimates, of the powerful merchant fleet he held in reserve to supplement his ironclads. Forty vessels, Parliament was informed, were ready at a few days' notice for almost any service which could be demanded of them. Inestimable as store ships and transports, they had teeth also and could bite. The Admiralty keeps a register of ships available for its purposes. Owners are invited to offer their vessels; and all so offered are inspected by the Director of Naval Construction, or his assistant. One condition is laid down by the Admiralty. If the ship fulfill that condition, it is admitted at once to the register. If not, opportunity is given to the owner to remedy the defect; and large sums have, it is stated, been actually expended to qualify for the Admiralty list. The primary condition made by the Admiralty is that the water-tight bulkheads in the steamer be so arranged that in smooth water it will float, even though one of the compartments should be open to the sea. In the specimen ship *Hecla*, when bought by the Admiralty, it was found that this condition was already fulfilled. No alteration, therefore, had to be made. One difference there is between all vessels designed for war and those designed for the mercantile marine which might seem to bar transfer from one to the other service. Horizontal fire is fatal to engines and boilers above the water-line and all but touching the ship's sides. Accordingly, in a Queen's ship they are placed below the water-line, the requisite reduction in their height being compensated by an increase in breadth. Merchantmen, having no fear of shot and shell, are naturally constructed to carry engines with steam cylinders much above the water-line. A shot passing through the side of such a vessel impressed into the Navy would at once incapacitate it by disarranging the machinery. But high engines are narrow, and thus room is left for bunkers on both sides. This space is utilized in the *Hecla*, and will be utilized in her future consorts, by storing in it fuel, which, with intervening thin iron plates, forms an almost impenetrable "coal armour." Eight sixty-four-pounders give the *Hecla* powers of offence; and portable magazines can at any moment be shipped, filled with powder, shot, and shell. So far she is a cruiser admirably adapted to [illegible] was. She would be of yet more use as a tender to an ironclad fleet. Not more coal would she carry, but a whole armoury of torpedoes, countermines, and electric cables. Perhaps she might amuse herself on her own account by a little private torpedo experimenting on the enemy. She has ports cut through her sides for the purpose, and strong wire netting to provide against the contingency of a similar idea entering the mind of an antagonist. Lastly, besides being an arsenal and a coal depôt, she is a floating dockyard for the repair of torpedoes and for doing light engine work, and a very comfortable and habitable vessel into the bargain.

It was essential to the practical working of the plan that means should be found for using merchant steamers, on occasion, for naval purposes, without in any way crippling them in their regular vocation of merchantmen. Trade competition is so keen that any merchantman would do business at a loss which surrendered speed or cargo capacity with a view to the possible exigencies of war. It is not more possible for a ship than for a man to make a compromise between two professions. Builders must build merchant steamers which will bring the largest cargo of the new season's tea from Canton in the fewest days, without considering the fact that engines placed a couple of yards higher or a couple of yards lower would be more or less in the way of hostile shot. Owners cannot afford to sacrifice any mercantile efficiency in their ships. The Admiralty could not afford to remunerate them for such a sacrifice. It would be cheaper to multiply largely the present number of torpedo boats and *Devastations* than to pay Liverpool, Bristol, and Hull for maintaining, on the chance of a naval war, forty or fifty steamers doing less business than their rivals in trade. A vessel must first be built with a view to trade; and then the Admiralty must step in and consider whether it can be made available for less peaceful object. Up to a certain point, the aims of the Queen's and the merchant service are presumably the same. Persons who have pushed Mr. Plimsoll's principle to absurdities might deny it, but it may be fairly supposed that the private shipowner, like the State, desires his ships to float and to steam safely. Speed is equally coveted by both. Space is a condition of the first necessity with the merchant. In an ironclad it comes long after the thickness of armour and the power to ram. But ships are not always during war itself engaged in battle. Not even preparation for battle is the only work of a navy. The business of blockade occupies a large part of a fleet's time and energies, and especially those of an English fleet. Converted merchantmen would keep the sea in stormy seasons off the enemy's harbours better by far than a squadron of turret ships. At all seasons they would enable the fleet to economize its line of battle ships for their real and natural functions. Besides, battle and blockade stores must be carried and despatches must be conveyed. Merchant steamers with a large cargo capacity can be made into perfect naval sutlers and tenders. Their speed fits them in advance for the most admirable despatch boats. At present an ironclad, though it is itself a carpenter's shop and a forge, has not room for all the complicated requirements of modern ship's repair. An attendant like the *Hecla* will be able sometimes to save a *Thunderer* or an *Achilles* from the necessity of a voyage to Malta or Portsmouth. It might be more than an infirmary for disabled engines. An ironclad, however comfortable its international arrangements, would scarcely be an agreeable hospital. Steamers of the *Hecla* class could be easily fitted for hospital ships. On board of them wounded sailors might be treated for their hurts without delay, and conveyed forthwith to the nearest port.

If a merchant steamer be too frail for the service of the Admiralty, even apart from danger of shot and shell, it is too frail for honest mercantile service. A wooden merchantman was fairly safe without water-tight compartments. So was a man-of-war. Either might be staved by collision or shot, and yet, not being like a Thames pleasure boat, have a reasonable chance of surviving waterlogged. An iron vessel has not that chance. But sailors' lives are precious in the merchant as in the Queen's service. A steamer ought not to be considered fit for the merchant any more than for Her Majesty's service unless built with "water-tight bulkheads, so "arranged that the ship would float in smooth water with any one of the compartments in free communication with the sea." The condition does not diminish the ship's efficiency as a carrier; it doubles the insurable value of its crew's lives. As we have already explained, a way has been found for turning in the *Hecla* the ordinary liability of a merchants steamer's engines to shot and shell into a source of positive strength. It exemplifies the principle which should be ever kept in view in this new method of supplementing the Navy. Apparent defects incident to the original adaptation of a vessel for mercantile use can be converted, by the exercise of skill and a philosophical desire to make the best of things, into actual merits for the ship's new employment. There is no necessity for supposing that converted merchant steamers will supersede ironclads, but anybody can appreciate the enormous augmentation of the naval strength of Great Britain which may be obtained out of the eight million tons of British mercantile shipping. Everything in naval development points to a greater division of naval labour. Ironclads with impenetrable armour will be floating fortresses, from which swift torpedo boats will be despatched to do the more active work of the battle. Squadrons of vessels like the *Hecla* will have their necessary and most useful office in supplying both ironclads and torpedo boats with their munitions of war, and in keeping up communications. One material point the Admiralty has as yet omitted to notice. It is to be presumed that shipowners are not so magnanimous as to place their vessels on the Admiralty Register, and hold them at the disposition of the Admiralty for war service, without some pecuniary consideration. If the compensation on which they reckon be only a first right to have the ships taken off their hands at a fairly remunerative price, so much the better for the Chancellor of the Exchequer. Whatever may be the arrangement, the public would be glad to know how and what it has to pay for a new system which promises well, and which we believe will not disappoint in the performance.—*Times*.

A PEASANT'S HONOUR.

The *University Magazine*, in a short notice of the Rev. Stopford A. Brooke, narrates an interesting story of the wife of one of Mr. Brooke's ancestors, settled in Ireland. This lady, when close to her confinement, had braved the fury of the insurgents, one of whom threatened her with a dagger as she was escaping through the fields at night. Each time he pointed his blade at her she exclaimed, "God will not suffer you," until the man became daunted and volunteered to be her guide to a place of safety if she would trust to his honour. When she reached a friendly house, as she thanked him she vowed that if her babe were given her it should be called Honor, in remembrance of his conduct. The infant was born and thus baptised, and the name evidencing the narrative has been repeated through six generations of daughters Brooke.

A REMARKABLY TAME BIRD.

That quiet patient perseverance which so [illegible] the Chinese people, is brought fully into play in the art of taming birds. Of their success in this art nobody who has lived in the South of China can have failed to see many examples; but the following instance is so remarkable that, had I not been an eye-witness, I should have hesitated to give credence thereto. I happened to visit a piece of vacant building ground, bounded on two sides by houses, on the third by a high wall with trees and houses beyond, and on the fourth by a public road thronged with passers-by, many of whom crowded on the waste ground to witness the performance. The proprietor of the bird, apparently an amateur, for he did not seem to be exhibiting for money, stood in the middle of this ground, holding in his hand a cage containing one of those Canton larks which are so much prized by the natives. Placing the cage on the ground he raised the wire portion if it, and thus set the bird at liberty; it immediately flew away to the tops of the houses, into the trees, and to and fro in every direction, seeming fully to appreciate the joys of freedom; twice it disappeared from sight; but whenever its owner called it, which he did by uttering a quiet, deep cooing sound, it immediately flew back to him, and, regardless of the surrounding crowd, nestled among the short grass near his feet, fluttering its wings and looking upwards while it sang a few soft notes. After repeating the performance several times, the man walked quietly up to it, replaced the cage over it, and took it away.—THEOS. SAMPSON in *The China Review*.

EQUIPMENT OF SOLDIERS IN THE FIELD.

An officer of the Russian general staff, Captain Pusgrevski, who served with the army of the Danube during the whole of the late campaign, has published in the last number of *Voyenni Sbornik* some remarks, based upon the experience gained by himself and his comrades during the war, on the dress and equipment of soldiers in the field, which are well worthy of notice. The best head-dress for troops of all arms of the service is, the writer is convinced, the field cap—a cap with a broad, flat, overhanging top—with a peak. The cap is light, protects the head and eyes from the sun, while by placing inside it a folded cloth, or even a piece of paper, it can be made into a very warm covering for the head in winter. During the late campaign the Russian Guard, it is well known, left their helmets behind and wore the field-cap only. The uniform of the soldier, the Russian writer continues, should not be shaped to the body, but should be cut without any contraction at the waist; so that a man may be able to wear beneath it warm clothing and flannel belts; and the white linen uniform now worn by the Russian soldier should be replaced by grey, so as to render the troops less distinctly visible to the enemy. For the knapsack now in use in the Russian army, which is very similar to the old-fashioned pack still carried in English militia regiments, the writer recommends the substitution of a simple water-proof bag with a strap, in order that the soldier may be able to change the position and manner of carrying his load frequently during a march. The knapsack or bag so carried should also not always contain the same articles, it being very desirable that the kit should be altered to suit the circumstances of the campaign; that it should, for instance, comprise different articles during operations in summer to those carried in winter. If this precaution be not taken the soldier will be very likely to get rid of, or at all events will not take any great trouble to preserve, articles which add to the load he has to carry, and which at the time appear to him to be superfluous and useless. Finally, the writer suggests that the second pair of boots in the pack might be replaced with advantage by a good supply of articles for mending and repairing clothing and accoutrements.—*Pall Mall Gazette*.

HONGKONG MARKETS.

AS REPORTED BY CHINESE ON THE 16TH NOV., 1878.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.65 to 2.70
American Drills, 15lbs., per piece	$3.50 to 3.60
Cotton Yarn, No. 16 to 24, per 400 lbs.	$84.50 to 85.00
Cotton Yarn, No. 28 to 32, per 400 lbs.	$94.20 to 97.50
Cotton Yarn, No. 38 to 42, per 400 lbs.	$105.00 to 112.00
Cotton Yarn, Bombay	$73.00 to 81.50
Chintz, per piece	$1.70 to 1.75
Dyed Spotted Shirtings, per piece	$3.30 to 3.85
Dyed Brocades Shirtings, per piece	$3.55 to 3.70
Dyed Damask Shirtings, per piece	$5.50 to 5.65
English Drills, 30 yards, per piece	$3.10 to 3.15
English Drills, 14 lbs., per piece	$2.30 to 2.40
English Drills, 15 lbs., per piece	$2.50 to 2.60
Grey Shirtings, 7 lbs., per piece	$1.45 to 1.70
Grey Shirtings, 8 lbs., per piece	$1.65 to 1.70
Grey Shirtings, 8½ lbs., per piece	$1.75 to 2.45
Grey Shirtings, 9 lbs., per piece	$2.35 to 2.58
Grey Shirtings, 10 lbs., per piece	$2.70 to 3.15
Grey T-Cloths, 24yds. & 32in. 6lbs. p. po.	$1.15 to 1.30
Grey T-Cloths, 24yds. & 32in. 7lbs. p. po.	$1.40 to 1.80
Grey T-Cloths, 24yds 36in 8lbs. XO p. po.	$1.90 to 1.95
Grey T-Cloths, 24yds 36in 8lbs. QL p. po.	$1.86 to 1.90
Grey T-Cloths, 24yds 36in 8lbs. XX p. po.	$2.35 to 2.60
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.72 to 0.75
Handkerchiefs, Light Red, per dozen	$0.75 to 0.77
Turkey Red Shirtings, 3 lbs., per piece	$2.30 to 2.35
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.22
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$1.95 to 2.10
White Shirtings, 64 to 66 reed, per piece	$2.25 to 2.40
White Shirtings, 68 to 80 reed, per piece	$2.60 to 3.15
White Shirtings, 600 reed, per piece	$3.40 to 3.45
White Shirtings, 7,000 reed, per piece	$3.15 to 3.20
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, EF, per piece	$5.75 to 5.80
White Shirtings, MH, per piece	$4.10 to 4.15
White Shirtings, EI, per piece	$6.10 to 6.15
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, 8 lbs., per pair	$3.65 to 3.75
Blankets, 9 lbs., per pair	$4.35 to 4.45
Blankets, 10 lbs., per pair	$4.65 to 4.75
Blankets, 12 lbs., per pair	$5.75 to 5.80
Camlets, SSS, per piece	$15.80 to 16.00
Camlets, SS, per piece	$16.80 to 17.00
Camlets, S, per piece	$17.00 to 17.20
Camlets, HBB, per piece	$18.50 to 19.00
Camlets, AAA, per piece	$17.00 to 17.20
Camlets, LLL, per piece	$15.50 to 16.00
Long Ells, MM Scarlet, per piece	$8.60 to 8.65
Long Ells, MM Assorted, per piece	$8.60 to 8.65
Long Ells, HH Scarlet, per piece	$8.60 to 8.65
Long Ells, HH Assorted, per piece	$8.60 to 8.65
Long Ells, H Scarlet, per piece	$8.60 to 8.75
Long Ells, H Assorted, per piece	$8.45 to 8.55
Lastings, DD, per piece	$14.60 to 15.00
Spanish Stripes, per yard	$0.74 to 0.75

METALS.

Iron, Nail Road, per picul	$1.95 to 2.00
Iron, Hoop, per picul	$3.50 to 3.55
Iron, Bar, per picul	$2.60 to 2.75
Iron, Wire, per picul	$6.55 to 6.60
Lead, WB, per picul	$5.40 to 5.45
Lead, LB, per picul	$5.30 to 5.35
Lead, Hole Chop, per picul	$5.30 to 5.35
Quicksilver, English, per picul	$63.00 to 63.50
Quicksilver, American, per picul	$64.00 to 64.30
Steel, English, per tub	$3.30 to 3.35
Steel, Swedish, per tub	$4.15 to 4.25
Sheathing Metal, per picul	$21.00 to 22.0
Spelter, per picul	$17.30 to 17.35
Tin, Malacca, per picul	$18.60 to 19.50
Tin, Plates, per box	$4.90 to 5.05

PRODUCE.

Almonds, per picul	$21.50 to 22.00
Alum, 1st quality, per picul	$1.37 to 1.40
Alum, 2nd quality, per picul	$1.28 to 1.30
Bark, Siam, per picul	$0.83 to 1.10
Bark, Camphor, per picul	$15.20 to 15.40
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	[illegible] to 15.50
Bees Wax, Hankow, Yellow, per picul	$46.00 to 49.50
Bees Wax, White, per picul	$68.00 to 68.50
Birds' Nests, 1st quality, per picul	$2,200 to 4,000
Birds' Nests, 2nd quality, per picul	$650 to 800
Birds' Nests, 3rd quality, per picul	$130 to 210
Brimstone, per picul	$2.95 to 3.15
Buffalo Hides, Manila	$12.00 to 15.50
Buffalo Cow Hides	$7.90 to 8.05
Camphor, packed, per picul	$19.50 to 20.00
Camphor, Baroos, clean, per picul	$4,800 to 5,000
Camphor, Refuse, per picul	$2,800 to 3,200
Cardamons, Superior	$137 to 147
Cardamons, Inferior, per picul	$23.50 to 24.00
Cloves, per picul	$42.00 to 43.00
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$9.00 to 9.75
Coals, Sydney, per ton	$7.50 to —
Coffee, per picul	$22.20 to 24.50
Copper, Sheathing, Japan, per picul	$28.00 to 29.00
Copper, Rod, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$28.50 to 28.80
Cotton, Bombay, per picul	$15.50 to 16.20
Cotton, Calcutta, per picul	$14.50 to 15.20
Cotton, Ningpo, per picul	$16.50 to 17.10
Cotton, Shanghai, per picul	$16.20 to 16.80
Cotton, Shantung, per picul	$16.20 to 16.80
Cotton, Tientsin, per picul	$16.50 to 17.40
Cotton, Tungchow, per picul	$16.50 to 17.40
Cotton Seeds, Saigon	$5.40 to 5.60
Cotton Seeds, Siam	$4.90 to 5.20
Cuttlefish, Japan	$22.00 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chauchow, per picul	$27.50 to 29.00
Dates, Black, per picul	Tls. 2.4.5 to 2.6.5
Dates, Red, per picul	Tls. 3.1.5 to 3.2.5
Dried Lily Flowers	$8.50 to 9.60
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.85 to 1.90
Flour, American, per barrel of 100 lbs.	$3.75 to 3.80
Flour, American, per barrel of 200 lbs.	$6.85 to 6.90
Fungus	$38.00 to 39.00
Flints, per picul	$0.50 to 0.65
Ginseng, American, 1st quality, p. picul.	$200 to 285
Ginseng, American, 2nd quality, p. picul.	$160 to 210
Hams, Ordinary, per picul	Tls. 13.0.0 to 13.5.0
Hams, Superior, per picul	Tls. 21.0.0 to 21.5.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$36.00 to 45.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.30
Melon Seeds, 2nd quality, per picul	$4.20 to 4.50
Mushrooms, per picul	$38.00 to 46.50
Mussels, Dry Siam large, per picul	$11.00 to 11.50
Mussels, Dry Siam middle, per picul	$8.55 to 8.75
Mussels, Dry Siam small, per picul	$7.45 to 7.75
Pea Oil, per picul	Tls. 5.8.5 to 5.9.0
Peas, White, per picul	$2.18 to 2.20
Peas, Green, per picul	$2.05 to 2.15
Peas, Black, per picul	$1.90 to 1.94
Peas, Yellow, per picul	$2.06 to 2.10
Peas, Green Beans, per picul	$2.18 to 2.20
Pearl Barley, per picul	$6.50 to 7.80
Potatoe Flour, per piculs	Tls. 1.6.0 to 1.6.5
Putchuck, per picul	$13.00 to 14.70
Rhinoceros Horn, per picul	$2,600 to 3,000
Rhinoceros Horn, Mother, per picul	$2,000 to 2,400
Rice, Siam, No. 1, per picul	$2.45 to 2.47
Rice, Siam, No. 2, per picul	$2.34 to 2.35
Rice, Siam, milled No. 1, per picul	$2.16 to 2.18
Rice, Siam, milled No. 2, per picul	$1.98 to 2.05
Rice, Saigon, No. 1, per picul	$1.86 to 1.88
Rice, Saigon, Hemp bags	$2.10 to 2.15
Rice, Saigon, Straw bags	$1.90 to 1.92
Rice, Japan	$2.44 to 2.46
Saltpetre, per picul	$6.55 to 6.75
Seaweed, Green, per picul	$2.75 to 2.80
Seaweed, Cut, per picul	$3.10 to 3.25
Sesamum, White, per picul	$5.35 to 5.75
Sesamum, Black, per picul	Tls. 3.3.5 to 3.3.8
Sharksfins, per picul	$35.00 to 90.00
Shellfish, Japan, per picul	$27.00 to 29.00
Shellfish, California, per picul	$8.50 to 9.00
Stockfish, per picul	$5.00 to 6.50
Straits Produce, &c.,—	
Betel Nut, per picul	$6.55 to 6.85
Pepper, White, per picul	$12.80 to 13.[illegible]
Pepper, Black, per picul	$7.65 to 7.77
Rattan, Straits, per picul	$5.30 to 5.50
Rattans, Banjar, per picul	$4.35 to 4.65
Sandal Wood, Malabar, per picul	$3.45 to 3.65
Sandal Wood, South Seas, per picul	$18.00 to 18.50
Sapan Wood, Manila, per picul	[illegible] to 1.50
Sapan Wood, Siam, per picul	$1.95 to 2.15
Sugar, Shek-lung, White, No. 1, p. pcl.	$6.70 to 6.80
Sugar, Shek-lung, White, No. 2, p. pcl.	$6.10 to 6.30
Sugar, Shek-lung, Brown, per picul	$4.60 to 4.65
Sugar Candy, Shek-lung, per picul	$9.55 to 9.85
Sugar Candy, Foochow, per picul	$9.80 to 10.20
Sugar Candy, Swatow, White, per picul	$6.85 to 7.15
Vermicelli, Tientsin, per picul	$8.60 to 9.50
Walnuts, per picul	$5.25 to 5.30
Wheat, Tientsin, per picul	$2.15 to 2.18
Wheat, California, per picul	$2.20 to 2.25
Wood Oil, per picul	Tls. 5.8.0 to 5.8.5
Window Glass, per box	$2.25 to 2.35

SHIPPING IN THE CHINA WATERS.

HONGKONG.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
STEAMERS.						
America	Nov. 5	Graham	Brit. str	563	Landstein & Co	Haiphong
Argyll	Nov. 17	Scott	Brit. str	1271	Jardine, Matheson & Co	
Bombay	Feb. 13		Brit. str	749	Kwok Acheong	
Carisbrooke	Nov. 17	Wharton	Brit. str	945	Man Hing & Co	Swatow
Dale	Nov. 7	Thompson	Brit. str	614	Yuen Fat Hong	
Diamante	Nov. 16	Theband	Brit. str	514	Russell & Co	
Gwalior	Nov. 17	S. C. Babot	Brit. str	1798	P. & O. S. N. Co	Europe
Ichang	—	D. Martin	Brit. str	700	Butterfield & Swire	Canton
Karo	Nov. 16	Celling	Brit. str	979	Meyer & Co	
Killarney	Nov. 14	O'Neill	Brit. str	1062	Gibb, Livingston & Co	
Kinshan	—	A. Benning	Brit. str	1050	H.C. & M. Steamboat Co	Canton
Kin-Kiang	—	T. Benning	Brit. str	1061	H.C. & M. Steamboat Co	Canton
Kiung-chow	—	D. Browne	Brit. str	348	Kwok Acheong	Macao
Kwangtung	Nov. 16	Punchard	Brit. str	675	D. Lapraik & Co	East Coast
Lorne	Nov. 17	McCulloch	Brit. str	1035	Melchers & Co	
Malacca	Nov. 5	Smith	Brit. str	1079	P. & O. S. N. Co	Yokohama
Norna	June 28		Brit. str	606	Kwok Acheong	
Pernambuco	Nov. 17	Cain	Brit. str	643	Melchers & Co	
Sea Gull	July 18	Roberts	Amr. str	48	C. Traders' Insurance Co	
Thales	Nov. 7	Pocock	Brit. str	820	D. Lapraik & Co	
Washi	Nov. 17	Hunter	Brit. str	265	Landstein & Co	
White Cloud	—	A. G. Carey	Brit. str	652	H.C. & M. Steamboat Co	Macao
Yottung	Nov. 14	Goggin	Brit. str	286	Kwok Acheong	Swatow
SAILING VESSELS.						
Albyn's Isle	Oct. 24	Burgess	Brit. bk	364	Rozario & Co	
Alva	Nov. 1	E. A. de Souza	Port. sh	631	Brandao & Co	
Amy Turner	Nov. 10	Newell	Amr. bk	991	Olyphant & Co	
Angostura	Nov. 12	Böysen	Ger. bk	418	Carlowitz & Co	
Anna Bertha	Oct. 31	Petersen	Ger. bk	468	Wm. Pustau & Co	Haiphong
Benefactor	Aug. 2	Hayden	Amr. bk	596	Russell & Co	New York
Brema	Nov. 11	Timpe	Ger. bk	396	Wieler & Co	
Carl	Nov. 14	Thomsen	Ger. bg	215	Arnhold, Karberg & Co	
Carl Ritter	Nov. 15	H. Jager	Ger. bk	596	Siemssen & Co	
Catharina	Nov. 16	Schultz	Ger. bk	344	Ed. Schellhass & Co	
Carnarvonshire	Nov. 13	Fishwick	Brit. bk	388	Captain	
Normanby	Nov. 6	W. Ellis	Brit. str	664	Gibb, Livingston & Co	Australia
Ching-too	Nov. 13	Baikie	Brit. sch	304	Borneo Co	
Chocola	Oct. 3	Kennett	Brit. bk	284	Vogel, Hagedorn & Co	Honolulu
Christian	Nov. 1	Kossow	Ger. sch	250	Wieler & Co	
Coeran	July 18		Amr. sch	159	C. Traders' Insurance Co	
Colona	Nov. 15	M. Hall	Amr. bk	853	Russell & Co	
Commissary	Oct. 23	Morrison	Brit. sh	899	Meyer & Co	
Condor	Nov. 12	Steffens	Ger. bk	368	Siemssen & Co	
Cordouan	Nov. 11	Bertaud	Fren. bk	459	Carlowitz & Co	
Cuba	Nov. 13	Stabell	Brit. bk	320	Captain	
Dartmouth	Aug. 7	Robertson	Brit. bk	915	Turner & Co	Demerara
Dirigo	July 14	Staples	Amr. bk	684	Vogel, Hagedorn & Co	Hamburg
Don Quixote	Sept. 23	King	Amr. sh	1127	Captain	
Drumelog	Oct. 15	Wayman	Brit. bk	976	Melchers & Co	Singapore
E. Nicholson	Oct. 17	Grierson	Brit. sh	904	Borneo Co	
E. Childs	Nov. 9	Lindbergh	Brit. bk	391	Wieler & Co	
Elisabeth	Oct. 30	Ohlsen	Ger. bk	447	Wieler & Co	Hiogo
Emily Chaplin	Nov. 9	Harris	Brit. sh	731	Messageries Maritimes	
Fanny	Nov. 9	Gouyon	Fren. bk	314	Landstein & Co	
Firth of Forth	Nov. 12	Cowper	Brit. bk	830	Olyphant & Co	
Fleetwing	Oct. 17	J. W. Guest	Amr. sh	829	Butterfield & Swire	
Fontenaye	Oct. 10	Taylor	Brit. bk	635	Arnhold, Karberg & Co	
Geo. Skolfield	Sept. 20	Hull	Amr. sh	1313	Arnhold, Karberg & Co	Callao
Gesine Brons	Oct. 21	Trumback	Ger. bk	402	Captain	
Gitanilla	Oct. 31	Wallace	Brit. bk	472	Captain	
Glamis	Sept. 18	Rollo	Brit. bk	1150	Russell & Co	S. Francisco
Hansa	Nov. 12	Deneken	Ger. bk	498	Wieler & Co	
Herat	Sept. 19	Robertson	Brit. sh	1400	Jardine, Matheson & Co	
Hermann	Oct. 30	Schmidt	Ger. bk	411	Wieler & Co	Bangkok
Highlander	June 19	Hutchinson	Amr. sh	1352	Vogel, Hagedorn & Co	
Hotspur	Sept. 3	Shaw	Brit. bk	522	Rozario & Co	Melbourne
I. Elisabetta	Sept. 20	Huglietz	Aust. sh	1629	D. Musso & Co	
J. Jamieson	Oct. 28	G. West	Brit. bk	504	Arnhold, Karberg & Co	Quinhon
J. Friedrich	Nov. 9	Krencke	Ger. bk	242	Wieler & Co	Nagasaki
J. Smidt	Nov. 7	W. Bosche	Ger. bk	433	Melchers & Co	
Leucadia	Sept. 19	Mearns	Brit. sh	896	Siemssen & Co	
Lizzie Perry	Aug. 26	Pitman	Brit. bk	1122	Russell & Co	New York
Lord Macaulay	Oct. 7	Monkman	Brit. bk	848	Vogel, Hagedorn & Co	Callao
Louisa	Oct. 17	Schierloh	Ger. sch	275	Ed. Schellhass & Co	
Lucky	Sept. 30	Soderstrom	Siam. bk	424	Tack Mee	
Lucre	Nov. 7	Klindt	Siam. bk	432	Tack Mee	
Lulu	Nov. 9	Muller	Brit. sch	378	Chinese	Foochow
Malvina	Oct. 21	Kluge	Ger. bk	479	Wieler & Co	Manila
Marina	Oct. 19	F. Jean	Brit. bk	663	Wm. Pustau & Co	
Mary Fraser	Aug. 12	Dexter	Brit. sh	1175	Vogel, Hagedorn & Co	New York
Matchless	Nov. 10	G. H. Dawes	Amr. sh	1165	Meyer & Co	
Melbrok	Nov. 2	Pierce	Brit. sh	870	Meyer & Co	
Melrose	Sept. 19	Plummer	Amr. sh	993	Vogel, Hagedorn & Co	New York
Min-y-don	Sept. 8	Leslie	Brit. sh	1108	Captain	
Moneta	Aug. 1	Bisset	Brit. bk	621	Gibb, Livingston & Co	
[illegible]apier	Nov. 10	Bryde	Brit. bk	1177	Messageries Maritimes	
Nardoo	Nov. 15	J. Paul	Brit. bk	379	Chong Woo	
Niagara	Oct. 11	Paulsen	Ger. bk	691	Vogel, Hagedorn & Co	S. Francisco
Nicolaus	Oct. 10	Stolken	Ger. sch	137	Arnhold, Karberg & Co	
Northern Star	Oct. 10	Wortley	Brit. bk	327	Wieler & Co	
N. Cariolan	Nov. 10	Cadier	Fren. bk	308	Captain	
Peiho	Oct. 31	Christiansen	Ger. bk	251	Arnhold, Karberg & Co	
Penrith	Oct. 24	Rimington	Brit. bk	549	Melchers & Co	
P. Fitzpatrick	Nov. 2	W. Phelan	Amr. bk	582	D. Lapraik & Co	
Rifleman	Oct. 25	Thos. Bishop	Brit. bk	718	Rozario & Co	Chefoo
Saga	Nov. 6	Silfversparre	Swed. bk	455	Wieler & Co	Labuan
Siamese Crown	Sept. 28	F. Sass	Siam. sh	539	Tack Mee	Bangkok
Sir C. Napier	May 27	French	Brit. sh	1160	Vogel, Hagedorn & Co	London
Spartan	Sept. 23	Vincent	Amr. sch	100	W. H. Ray	
St. Idone	Oct. 25	Durand	Fren. bk	388	Carlowitz & Co	Sydney
Sumatra	Sept. 5	Clough	Amr. sh	1090	Russell & Co	
Talee	Oct. 26	Hoffmann	Ger. bk	342	Siemssen & Co	
Tartar	Oct. 31	Kaomena	Ger. bg	256	Melchers & Co	
Tekli	Nov. 12	Petersen	Ger. bk	359	Wm. Pustau & Co	
The Goolwa	Nov. 6	Torkilson	Brit. bk	717	Jardine, Matheson & Co	
Therese & Nelly	Nov. 16	Garreau	Fren. bk	353	Captain	
Three Brothers	Oct. 19	Kalkcke	Brit. bk	367	Chinese	
Trio	Oct. 11	Bakker	Dut. bk	263	Siemssen & Co	
Varuna	Oct. 11	Sacbau	Ger. bk	486	Wieler & Co	
Verona	Oct. 24	Bartlett	Brit. bk	668	Arnhold, Karberg & Co	
Vesta	Oct. 2	Dirks	Ger. bk	302	Melchers & Co	
Vidal	Oct. 15	Rondeau	Fren. bk	409	Siemssen & Co	B. Ayres
Wodan	Nov. 9	Meyer	Ger. bk	439	Wieler & Co	

SWATOW.

IN PORT ON 15TH NOVEMBER, 1878.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Ada	Oct. 27	Douglas	Brit. bk	656	Herton, Ebell & Co	
Andreas	Nov. 10	Hoyer	Ger. bk	423	Dircks & Co	
Anna	Nov. 9	Jessen	Ger. bk	448	Dircks & Co	
Blankenese	Nov. 12	Spiesen	Ger. sch	257	Herton, Ebell & Co	
Cingalese	Oct. 30	Leboule	Brit. bk	336	E. Vincent & Co.	
Doon	Oct. 24	Grange	Brit. bk	817	Bradley & Co	Singapore
Fidelio	Oct. 30	Bohsen	Ger. bk	317	Dircks & Co	Chefoo
F. Perthes	Oct. 30	Walter	Ger. bk	446	Dircks & Co	Bangkok
F. Nightingale	Nov. 13	McIntyre	Brit. bk	466	Chinese	
Forward	Nov. 8	Vandervord	Brit. bk	744	E. Vincent & Co.	
Hermann	Oct. 16	Pens	Ger. bk	453	Dircks & Co	
Hermann	Oct. 16	Haack	Ger. bk	388	Herton, Ebell & Co	Chefoo
Hedvig	Nov. 12	Davey	Brit. bk	373	Dircks & Co	
H. Printzenberg	Oct. 30	Schonemann	Ger. bk	553	Herton, Ebell & Co	
Humboldt	Nov. 10	Stoll	Ger. bk	330	Herton, Ebell & Co	Manila
J. Heinrich	Nov. 12	Oestmann	Ger. sch	411	Herton, Ebell & Co	
Krung Thep	Nov. 5	Dubrsen	Siam. bk	498	Dircks & Co	Hongkong
Lydia	Nov. 8	Youngson	Brit. bk	376	E. Vincent & Co	
M. Selchau	Oct. 25	Gertensberg	Dan. bk	447	Herton, Ebell & Co	
Marie Louise	Oct. 30	Gricksen	Ger. bk	442	Dircks & Co	
Minko	Oct. 30	Knight	Brit. bk	497	Bradley & Co	
Norma	Nov. 8	Runge	Ger. bk	339	Dircks & Co	
Orion	Nov. 8	Scott	Brit. bk	380	E. Vincent & Co	
Patria	Oct. 25	Schultz	Ger. bk	391	Dircks & Co	Chefoo
Pallas	Oct. 25	Luders	Ger. bk	493	Dircks & Co	Saigon
Peiho	Oct. 29	Seekamp	Ger. bk	448	Herton, Ebell & Co	Singapore
Pelham	Nov. 8	Acford	Brit. bg	254	Chinese	
Peter	Nov. 12	Richelsen	Ger. bk	403	Dircks & Co	
Taiwan	Oct. 24	Jessen	Ger. bk	378	Dircks & Co	
S. R. Bearce	Oct. 25	Oakes	Amr. bk	607	Williams & Co	
Tai Watt	Nov. 10	Bruhn	Siam. bk	654	Bradley & Co	Bangkok
Taunton	Oct. 31	Armstrong	Brit. sh	688	Dircks & Co	
Thos. Fletcher	Nov. 0	Rendleton	Amr. bk	647	Williams & Co	
Wega	Oct. 30	Mahl	Ger. bk	395	Dircks & Co	Amoy

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
AMOY. In Port on 13th November, 1878.						
Androklos	Oct. 15	Vogt	Ger. bk	400	Pasedag & Co	Samarang
Anglo Norman	Aug. 25	Davidson	Brit. bk	882	Elles & Co	New York
Arabia	Oct. 10	Kleenfosh	Brit. sh	1183	Boyd & Co	
China	Oct. 29	Brockmann	Ger. sch	208	Pasedag & Co	
Diana	Oct. 27	Wehmann	Ger. bg	161	Tait & Co	Tamsui
Harmonie	Oct. 14	Schiphorst	Ger. sch	241	Pasedag & Co	Samarang
Kerchalon	Oct. 24	Lance	Fren. bk	257	Pasedag & Co	Sourabaya
Kim Heng Tye	Oct. 14	Kruse	Siam. bk	317	Johnston & Co	Saigon
Maid Marian	Oct. 25	Michelsen	Ger. bg	298	Pasedag & Co	Yokohama
FOOCHOW. In Port on 12th November, 1878.						
Chloris	Oct. 19	Matzen	Ger. bk	334	Chinese	Nagasaki
G'morganshire	Oct. 2	McEachen	Brit. bk	456	Captain	
Thomas Brown	Oct. 25	Stout	Brit. bk	279	Silverlock & Co	
SHANGHAI. In Port on 10th November, 1878.						
Atma	Oct. 24	Anderson	Brit. bk	523	Little & Co	
Ching-tah	Oct. 7	Askins	Brit. bk	456	C. M. S. N. Co	
C. Wattana	Aug. 17	Ulrich	Siam. sh	656	Jamieson & Co	
Chihaya Maru	Nov. 6	Hikazo	Jap. bk	413	M. B. Kaeshia	
Cutty Sark	Oct. 12	Tiptaft	Brit. sh	938	Gibb, Livingston & Co	
Doune Castle	Nov. 1	Bridgman	Brit. bk	887	Gibb, Livingston & Co	
Euclid	Oct. 17	Anderson	Brit. bk	470	Wm. Pustau & Co	
Fiery Cross	Oct. 29	Showman	Brit. sh	862	Primrose & Co	
Forward Ho	Oct. 26	Wade	Brit. sh	942	Gibb, Livingston & Co	
Gold Hunter	Sept. 29	Thoman	Amr. sh	1212	Frazar & Co	
Golden State	Sept. 30	Delano	Amr. sh	914	Russell & Co	
Havilah	Oct. 21	Garthly	Brit. bk	471	Chal. Mackintosh & Co	
Hoyda Brown	June 20	Haver	Amr. bk	865	Captain	
Hieronimus	Nov. 2	Kock	Brit. bg	232	M. B. Kaeshia	
Hope	Nov. 4	Kelly	Brit. bk	453	Primrose & Co	
Hylton Castle	Oct. 9	Angel	Brit. bk	477	Jardine, Matheson & Co	
Inheritance	Oct. 23	Brown	Brit. bk	394	Morris & Co	
J. R. Worcester	May 23	Cause	Brit. sh	844	Reid, Evans & Co	
Louise	Oct. 31	Symons	Brit. sch	280	Nils Moller	
Lunan	Sept. 15	Cook	Brit. bk	261	Morris & Co	
M. Whitridge	Oct. 29	Cotter	Brit. sh	695	Russell & Co	
Nourmahal	Oct. 11	Jago	Brit. bk	848	Wm. Meyerink	
Ocean Pearl	Aug. 16	Grennell	Amr. sch	196	Morris & Co	
Omega	Oct. 29	Bruce	Brit. bk	480	Morris & Co	
Quickstep	Oct. 27	Fake	Amr. sch	423	S. C. Farnham & Co	
Salamis	Sept. 12	Philip	Brit. sh	1078	Adamson, Bell & Co	
Siam	Aug. 15	Olsen	Siam bk	225	Jamieson & Co	
Staghound	Sept. 28	Fawcett	Brit. bk	972	Frazar & Co	
Star Queen	Sept. 29	Mackintosh	Brit. bk	799	C. T. Wong & Co	
YOKOHAMA. In Port on 5th November, 1878.						
Beatrice	Sept. 7	Williams	Brit. sch	66	Captain	
B. Commerce	Sept. 20	Kendal	Brit. sh	1417	Okura & Co	
Ceylon	Oct. 25	Kelly	Amr. bk	311	P. Bohm	
Choice	Oct. 11	Masters	Brit. sh	1112	P. Bohm	
Cremona	Oct. 2	Gove	Amr. bk	608	Ed. Fischer & Co	
Cross Hill	July 26	Butler	Brit. sh	1019	Walsh, Hall & Co	
Dr. Peterman	Oct. 24	Siebener	Ger. bk	737	H. Ahrens & Co	
Esmeralda	Sept. 14	Brock	Ger. bk	782	P. Bohm	
Flying Spur	Sept. 27	Croote	Brit. bk	735	Mitsui Bussan Kaisha	
Grandee	Sept. 9	Jacobs	Amr. sh	1295	Walsh, Hall & Co	
Haze	Oct. 5	Evans	Amr. sh	862	Walsh, Hall & Co	
Lotte	Oct. 7	Wilsan	Ger. sch	25	Captain	
Otomi	Oct. 11	Brinckmeier	Amr. sch	55	H. Snow	
Otsego	Oct. 8	Isaacs	Brit. sch	48	H. Cook	
Overdale	Sept. 20	Holdich	Brit. bk	882	Findlay, R., & Co	
Resolute	Oct. 8	Nickles	Amr. sh	1646	Order	
Zouave	Oct. 7	Means	Amr. sh	1202	Fraser, Farley & Co	
MANILA. In Port on 7th November, 1878.						
Banian	Oct. 26	....	Brit. sh	760	Captain	
Brunette	Nov. 1	....	Brit. bk	374	Captain	
C. of M'chester	July 1	....	Brit. bk	686	Captain	
Coldingham	Oct. 23	....	Brit. sh	1056	Captain	
Conchita	July 29	....	Span. bk	443	Captain	
Cordelia	Oct. 17	....	Brit. bk	598	Captain	
Elcano	Sept. 22	....	Amr. sh	981	Captain	
Estrella	Oct. 9	....	Span. bk	440	Captain	
John O'Gaunt	Aug. 19	....	Brit. sh	1275	Captain	
L. Kennaird	Oct. 6	....	Brit. bk	680	Captain	
Manuel	Oct. 23	....	Span. bg	282	Captain	
Maria	Oct. 11	....	Fren. bk	379	Captain	
M. Washington	July 4	....	Amr. sh	1217	Captain	
N. Constante	Oct. 19	....	Span. bg	217	Captain	
Ocean Game	July 17	....	Brit. bk	324	Captain	
Paul Jones	Oct. 29	....	Amr. sh	1268	Captain	
Regent	Oct. 6	....	Amr. bk	930	Captain	
Remus	Oct. 21	....	Brit. bk	737	Captain	
San Lorenzo	Aug. 19	Vidarte	Span. bg	250	Captain	
S. of the Age	Apr. 11	Johnson	Brit. bk	347		Sydney
Sempiternel	Aug. 19	....	Fren. bk	278	Captain	
Southern Cross	Oct. 7	....	Amr. sh	1129	Captain	
V. de Rivadavia	Oct. 26	Camus	Span. bg	261	Captain	
W. Chief	Aug. 31	....	Brit. bk	447	Captain	
W. Australia	July 7	....	Brit. bk	599	Captain	
White Rose	June 3	Jarvis	Brit. sh	1557	Captain	

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS	H.P.	CAPTAIN.	WHERE AT.
Charybdis	steam corvette	17	400	Captain Hotham	Shanghai
Egeria	screw sloop	4	120	Com. A. L. Douglas	Nagasaki
Fly	double-screw gun-vessel	4	120	Com. M. McNeile	Singapore
Frolic	double-screw gun-vessel	4	100	Com. A. E. Dupuis	Passage to S'pore
Growler	double-screw gun-vessel	4	120	Com. Chas. Willcox	Chinkiang
Hart	double-screw gun-vessel	4	120	Com. R. Evans	Amoy
Hornet	double-screw gun-vessel	4	120	Com. J. S. Eaton	Tientsin
Iron Duke	double-screw iron frigate	14	800	Captain H. F. Cleveland	Singapore
Juno	steam corvette	8	400	Captain Poland	Yokohama
Kestrel	double-screw gun-vessel	4	100	Com. Edwards	Hongkong
Lapwing	double-screw gun-vessel	3	160	Com. W. G. Scott	Singapore
Lily	screw sloop	3	95	Com. Cochrane	Yokohama
Magpie	double-screw gun-vessel	3	—	Captain R. H. Napier	Hongkong
Meanee	military hospital	—	—		Hongkong
Midge	double-screw gun-vessel	4	120	Com. H. G. Salmond	Kobe
Modeste	steam corvette	14	350	Captain J. G. Mead	Singapore
Moorhen	gunboat	4	60	Lieut.-Com. W. Carey	Chefoo
Mosquito	gunboat	4	60	Lieut.-Com. G. A. Grey	Hongkong
Nassau	surveying vessel	7	150	Com. W. M. Lang	Passage Home
Sheldrake	gunboat	4	60	Lieut.-Com. J. B. Haye	Hongkong
Swinger	gunboat	2	60	Lieut.-Com. O. Tudor	Pas. to Shanghai
Sylvia	surveying vessel	3	150	Com. P. Aldrich	Surveying
V. Emanuel	receiving ship	20	—	Commodore Watson	Hongkong
Vigilant	paddle dispatch-boat	2	250	Lieut.-Com. Annesley	Canton

CANTON GUNBOAT SQUADRON.

NAME.	FLAG AND RIG.	GUNS	TONS.	H.P.	COMMANDER.	STATION.
An-lan	Viceroy's gunboat	7	221	70	Godsil	Tong-king gulf
Choc-hing	Revenue cruiser	2	30	20	—	—
Chien-to	Viceroy's gunboat	7	221	70	Stewert	Swatow
Chien-jui	Revenue cruiser	3	90	20	A. Walker	Capsing-moon
Cheung-wan	—	—	—	—	—	West coast
Ching-on	Revenue cruiser	2	30	20	Chung-wing-fai	Canton River
Tching-sing	Viceroy's gunboat	6	180	60	Bessard	Pak-hoi
Tching-on	Viceroy's gunboat	2	120	40	Chinese Admiral	Bogue Forts
Tching-po	Viceroy's gunboat	6	180	60	d'Longueville	West Coast
Tchan-tung	Revenue cruiser	2	150	40	Chun-ti-hu	West Coast
Peng-chao-hai	Revenue cruiser	4	600	120	Palmer	Canton
Quang-on	Viceroy's gunboat	4	120	40	Lie-ping-tie	Bogue Forts
Shieu-chi	Revenue cruiser	5	180	60	Wade	Cheung-chow
Sui-tsing	Viceroy's gunboat	4	180	60	Calder	Hai-ling-shan
Li-she	Revenue cruiser	4	80	20	Read	Canton River
Tsing-po	Viceroy's gunboat	3	100	40	Ching	Bogue Forts

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